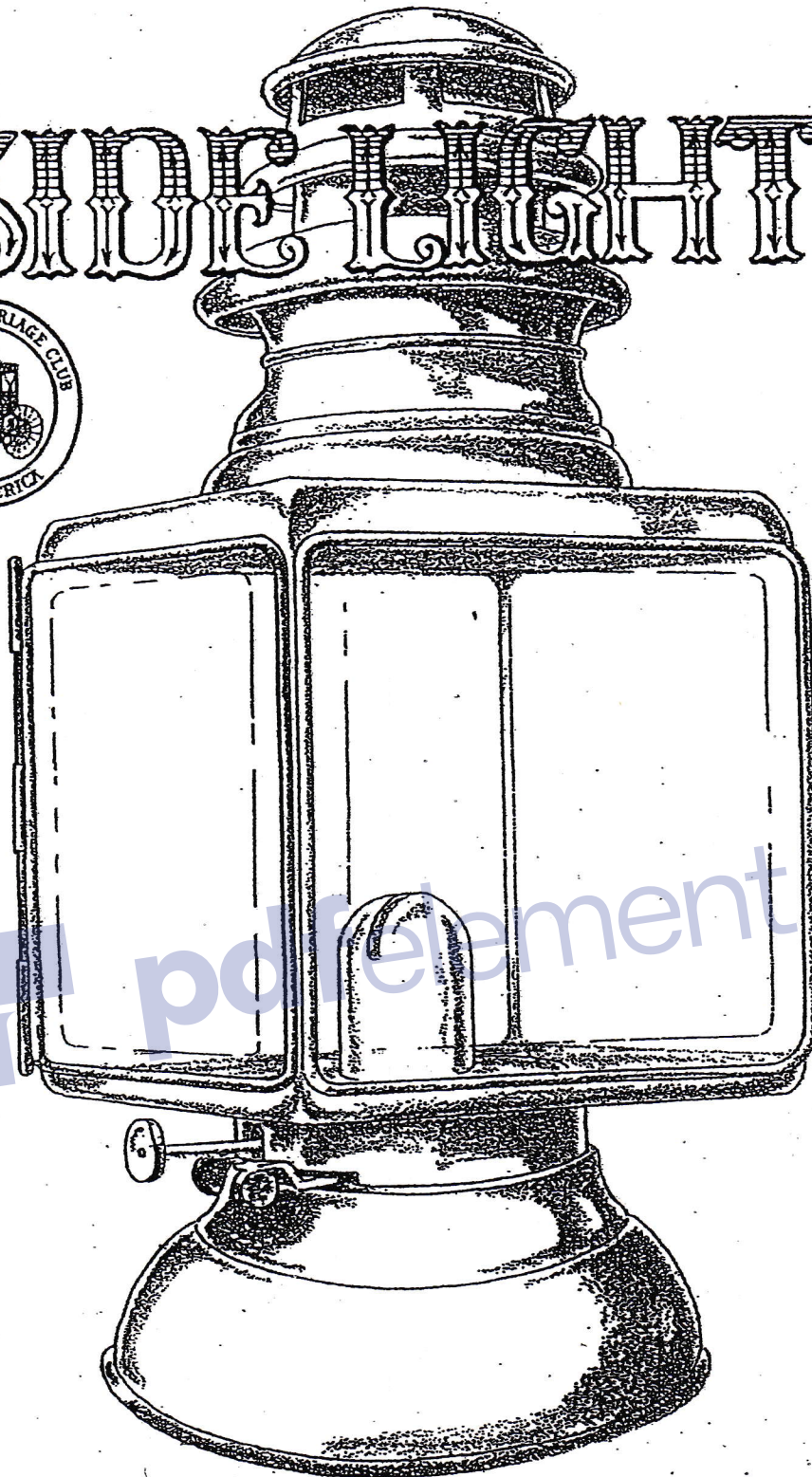
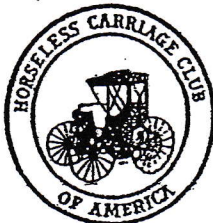


# SIDE LIGHTS



**SANTA ROSA**  
REGIONAL GROUP  
**Horseless Carriage Club of America**  
*April 2019*

## President's Message

Welcome to touring season! Keep August 28th thru 30th open for our overnight directors' tour. Possible destinations and routes are being considered and a decision will be made at one of our upcoming meetings. Let John Pearson know if you have any destination ideas. The weather gods were with us for our March 24th tour, the first March tour since I've been in the club that hasn't been rained out! It was a short breakfast tour to Windsor, with the highlight being a stop to visit with longtime member Warren Welsh.

Bill Scales



## March 24, 2019 SRHCC Tour

Touring season started off early this year. The weather cooperated for the first March tour in several years. Since it was the first tour of the year, we decided to keep it simple and short and to do what we enjoy doing almost as much as driving and riding in the cars; visiting and eating!

We met at Raley's at the corner of Fulton and Guerneville Rds. at 9:30 am for a 10:00 am departure. We had a great turnout of 7 cars: Bill and me in our 1914 Buick, John and Linda Pearson in their 1909 Buick, Linda and Daryl Eggleston in their 1923 Buick, Kim and Wayne Simoni in their 1932 Chrysler, Don Johnson in his 1924 Model T, Donna Jones in her 1914 Model T Pickup, and classing us up a bit, Guy and Michelle in their 1972 Rolls Royce after arriving home from 10 days in Hawaii a mere 9 hours earlier! If the car dates aren't exact, they are close.

First stop, and the highlight of the tour, was a short drive down to Hall Lane to visit with member Warren Welch. We pulled into his massive driveway about 10:10 am and he was waiting for us with his usual quick wit and sense of humor. We stayed about 20 minutes, during which time we gave and received lots of hugs, reminiscences and ribbing with Warren.

From there we headed directly to Windsor and KC's American Kitchen via some of Sonoma County's lovely backroads; Willowside, Piner, Olivet, W Olivet, Oakwild, Slusser, Mark West Station, Starr, and Windsor River Rds. Wonderful vintage car roads with almost no traffic but unfortunately, as is common in our county, potholes!

We were greeted at the crowded Windsor Town Green with smiles, waves, stares, thumbs up and cameras. It took some work and courage to get everyone parked close to the restaurant, but Kim bravely stood her ground saving parking spots as they became available!

We arrived about 11:15 am, and as we were about 45 minutes earlier than we had planned, we had a bit of a wait to get in to the restaurant. Agreeing to split into three tables of four speeded up getting seated. The breakfast food was good and plentiful, and the service quite fast for the number of diners eating there. I think we all agreed we might not have to eat a big dinner that night!

After breakfast we all headed our separate directions. Some took off immediately to get home and some stayed to do a little shopping on the Green. A nice, easy tour to start off the year. Hopefully just the first of many well attended this year!

Cinda

# Meeting Minutes

The March 21<sup>st</sup> meeting of the SRHCC was held at Round Table Pizza on Marlow Road in Santa Rosa, CA and was called to order at 7:00 pm by President Bill Scales.

**Attendees:** We had 14 attendees this month: John and Linda Pearson, Bill Scales and Cinda Craven, Stan Romando, Don Johnson, Daryl and Linda Eggleston, Kim and Wayne Simoni, Donna Jones, Dick Winterhalder, Jim Flint and Vicky Porter. And we had guests! Former member Jeff Owens, and Steve Traversi and his family.

**Secretary's report:** Last month's minutes were approved as published in the Sidelights.

**Treasurer's report:** Several members still owe dues. Linda Eggleston reported we have \$911.16 in our treasury.

**Correspondence/Editor:** No correspondence was received this month. John Pearson's letter to Kathy Small was returned. We will take her off our roster.

**Old Business:** None.

**New Business:** We discussed and approved making a \$50 club donation to PEO in honor of Phyllis Welsh.

**Tours:** March tour will be a lunch tour to Windsor. Meet 9:30am at Raley's on Fulton for a 10:00am departure. A vote was taken and August 28<sup>th</sup>-30<sup>th</sup> was chosen for our overnigher tour. Fisherman's Festival tour will be May 4<sup>th</sup>. Wheels and Wings car show at Pacific Coast Air Museum June 23<sup>rd</sup>. John suggested this as a possible June tour. Will talk to Guy to see if this might work.

**Sunshine:** Linda sent a card to Warren and his family. Vicky will be having back surgery on March 27<sup>th</sup>. We wish her the best. Her new 5lb poodle/Yorkshire terrier mix puppy Toby will help nurse her back to health.

**Website:** No report.

**Membership:** Nothing to report. We hope Jeff Owens will re-join our club. He is restoring a 1933 Dodge truck with a 1934 engine.

**Car Talk:** Stan Romando shared a 1962 photo from the 25<sup>th</sup> Anniversary of the National HCC that was found at an estate sale. Dick and Ann Marie are moving to the Fountaingrove Lodge in Santa Rosa, so they will be busy moving. Jim Flint reported former member Bob Cramer, now in Lake County, has a beautiful 1932 Chevy coupe for sale for \$23K. Kim and Wayne were in Paso Robles at a wine event with her brother, who is now the owner of Kim and Wayne's first vintage car, a 1925 Dodge Brothers touring. Steve and Michelle Traversi gave us an update on the fire at their house. Fortunately, they and their dogs all escaped unharmed. Unfortunately, half of Steve's drum collection didn't fare as well. They are currently in a hotel waiting for a rental house to become available.

Meeting was adjourned at 8:00pm.

Respectfully submitted,  
Cinda Craven, Secretary

# 2019 SANTA ROSA HCC REGIONAL GROUP MEMBERSHIP

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**Horseless Carriage Club of America, % 7505 MALONE RD., FORESTVILLE, CA. 95436**

<p><b>Bryant, Mark &amp; Carol</b> P. O. Box 1368 Redway, CA 95560 707-923-3659 (C) 498-4727 (E) <a href="mailto:Bryant@redwaymail.net">Bryant@redwaymail.net</a></p>	<p><b>Burton, Bruce &amp; Linda</b> 350 Sherwood Rd. Willits, CA 95490 (707) 4594549. <b>PD FOR 2019</b> (E) <a href="mailto:Willitsredwood@gmail.com">Willitsredwood@gmail.com</a></p>	<p><b>Eggleston, Daryl &amp; Linda</b> 7505 Malone Rd Forestville, CA 95436 707-887-2412 (E) <a href="mailto:eggenter@gmail.com">eggenter@gmail.com</a></p>
<p><b>Gary &amp; Janet Filippini</b> 1376 Westgate Lane Penngrove, CA 94951 707-795-1976 (E) <a href="mailto:gpfilippini@yahoo.com">gpfilippini@yahoo.com</a></p>	<p><b>Flint, Jim</b> 4472 Thomas Rd Sebastopol, CA 95472 707-823-3536</p>	<p><b>Johnson, Don &amp; Pam</b> 1818 Maiden Lane Petaluma, CA 94954 707-782-0229 (C) 650-740-9369 (E) <a href="mailto:dearlj@sbcglobal.net">dearlj@sbcglobal.net</a></p>
<p><b>Jones, Donna</b> 4936 Hessel Rd Sebastopol, CA 95472 707-823-2310 (F) 823-2358 (E) <a href="mailto:SpecialHog2@aol.com">SpecialHog2@aol.com</a></p>	<p><b>Larson, Ken</b> P. O. Box 670 Vineburg, CA 95487 <b>DNP 7/20</b> 707-939-1356 (E) <a href="mailto:l2ontap@gmail.com">l2ontap@gmail.com</a></p>	<p><b>Lazarus, Jim &amp; Ann</b> 529 Colony Rd, Geyserville Ca. 707-857-3774 (E) <a href="mailto:jimlazarus@yahoo.com">jimlazarus@yahoo.com</a></p>
<p><b>Meyer, Max &amp; Laura</b> 1951 Hill Rd. Willits, CA 95490 (C) 707-459-2960</p>	<p><b>Pearson, John &amp; Linda</b> Box 58 Forestville, CA 95436 (F) 887-1000 <a href="mailto:pearsonassoc@hotmail.com">pearsonassoc@hotmail.com</a></p>	<p><b>Porter, Vicky</b> 10509 Mill Station Rd Sebastopol, CA 95472 707-827-3437 (E) <a href="mailto:vickyporter@att.net">vickyporter@att.net</a></p>
<p><b>Ramondo, Stan &amp; Jones, Kathy</b> 7020 Baker Lane Sebastopol, CA 95472 707-823-3594 (C) 707-246-8951 (E) <a href="mailto:sramondo@sbcglobal.net">sramondo@sbcglobal.net</a></p>	<p><b>Ramondo, Darrell &amp; Teresa</b> 7901 Bella Vista Dr. Sebastopol, Ca 95472 Ph. : 7078239451</p>	<p><b>Scales, Bill &amp; Craven, Cinda</b> 2244 Juliet Dr Santa Rosa, CA 95403 707-526-4943 (C) 486-0375 (E) <a href="mailto:cindacl@yahoo.com">cindacl@yahoo.com</a></p>
<p><b>Shaw, Gail</b> 22 Skyline Crest Monterey, Ca. 93940 707 495-6393 (C) (E) <a href="mailto:livforcord@aol.com">livforcord@aol.com</a></p>	<p><b>Simoni, Wayne &amp; Kim</b> 789 Furlong Rd Sebastopol, CA 95472 707-823-1637 (W) 904-677-CARS (E) <a href="mailto:Trees@brassauto.com">Trees@brassauto.com</a></p>	<p><b>Smith, Guy &amp; Michelle</b> 4015 Frei Rd. Sebastopol, CA 95472 707-494-0505 (E) <a href="mailto:guysmith999@yahoo.com">guysmith999@yahoo.com</a></p>
<p><b>Welsh, Ron L &amp; Turner, Irene</b> 10431 Mill Station Rd Sebastopol, CA <b>(NDNP)</b> (W) 823-2533 (F) 823-4313 (E) <a href="mailto:valleyoakre@msn.com">valleyoakre@msn.com</a></p>	<p><b>Welsh, Warren</b> 5050 Hall Rd Santa Rosa, CA 95401 (707) 545-9544 (F) 578-5358 (E) <a href="mailto:2oldcarmuts@gmail.com">2oldcarmuts@gmail.com</a></p>	<p><b>Whited, Jay</b> 8045 Whited Rd Sebastopol, CA 95472 (707) 823-3816</p>
<p><b>Winterhalder, Dick &amp; Ann Marie</b> 6550 Stonecroft Terrace Santa Rosa , 95409 (707) 623-9898 (E) <a href="mailto:rwinterhalder@thegrid.net">rwinterhalder@thegrid.net</a></p>		

KEY	OFFICERS & POSITIONS	
<p>(E) = Email (F) = Fax (W) = Work Phone (C) = Cell Phone (H) = Honorary Member (Non Dues Paying) (NDNP) National Dues Not Paid</p>	<p><b>President:</b> Bill Scales <b>Vice Pres:</b> Wayne Simoni <b>Secretary:</b> Cinda Craven <b>Treasurer:</b> Linda Eggleston <b>Directors:</b> John Pearson Guy Smith Gail Shaw</p>	<p><b>Editor:</b> Jay Whited <b>Historian:</b> Stan Ramondo <b>Membership:</b> Dick Winterhalder <b>Special Events:</b> TBD <b>Sunshine:</b> Linda Pearson <b>Tour Chair:</b> John Pearson <b>Webmaster:</b> Wayne Simoni</p>

# 2019 SANTA ROSA H.C.C.A ACTIVITY CALENDAR:

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DATE:	EVENT:	COMMENTS:
<b>2019</b>	<i>NOTE: ALL MEETINGS WILL BE AT ROUND TABLE PIZZA, EAT 6:30 TO 7 - MEETING AT 7:00+/- (OR AS NOTED)</i>	<i>GUERNEVILLE ROAD @ 1791 MARLOW ROAD, SANTA ROSA. (SAFEWAY CENTER)</i>
<b>DUES DUE FOR 2019</b>	<b><u>SANTA ROSA HCCA DUES ARE \$35.00</u></b>	SEND TO LINDA EGGLESTON, HCCA 7505 MALONE RD., FORESTVILLE, CA. 95436
APR. 7-10	CAMBRIA TREASURES OF CALIF. TOUR	INFORMATION IS ON HCCA WEB SITE
APR. 12-13	BAKERSFIELD SWAP MEET	
APRIL 14 ?	SIMONI & GUEST TOUR. CALL WAYNE FOR INFO.	SIMONI PHONE: 823-1637
APRIL 18	MEETING AT ROUND TABLE PIZZA	
MAY 5	TOUR TO FISHERMAN'S FESTIVAL; BODEGA BAY	JOHN & LINDA PERSON
MAY 16	MEETING AT ROUND TABLE PIZZA	
MAY 19-23	MINDEN, NV. TOUR BY NICKEL ERA TOURING REGIST	INFORMATION IS AT HCCA WEB SITE
JUNE 20	MEETING AT ROUND TABLE PIZZA	
JUNE 15 #	TOUR	SIMONI
JULY 18	MEETING AT ROUND TABLE PIZZA	
JULY 21	TOUR	STAN RAMONDO
AUGUST 15	MEETING AT ROUND TABLE PIZZA	
AUGUST 18	TOUR	EGGLESTON
AUGUST 28-30	OVERNIGHT TOURING??	
SEPT. 19	MEETING AT ROUND TABLE PIZZA	
SEPT. 22	TOUR	SMITH'S
OCTOBER 17	MEETING AT ROUND TABLE PIZZA	
OCTOBER 20	TOUR	DON & PAM JOHNSON
NOVEMBER 21	MEETING AT ROUND TABLE PIZZA	BOARD NOMANATIONS & VOTING
NOVEMBER 24	POSSIBLE TOUR	??
DECEMBER	NOT MEETING	
JAN. 2020	INSTALLATION DINNER (LOCATION?)	TIME?
<b>##.</b>	<b>NOTE DATE CHANGE</b>	
<b>NOTES:</b>	<i>PLEASE ADD CORRECTIONS &amp; OTHER CAR ACTIVITIES &amp; DATES AND GIVE TO PEARSON</i>	<i>PLEASE SIGN UP FOR OPEN DATES. DATE: 3/25/2019</i>

# HORSELESS CARRIAGE CLUB OF AMERICA

## SANTA ROSA REGIONAL GROUP



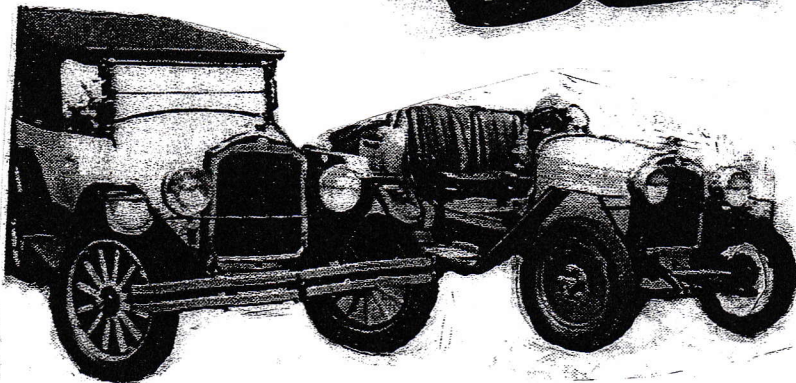
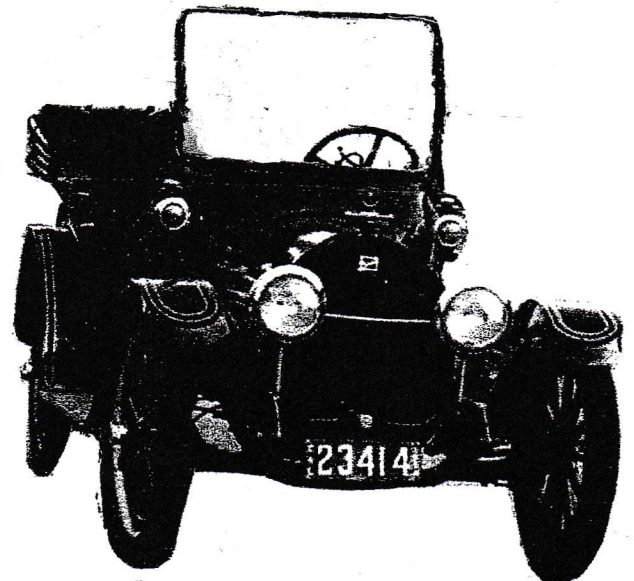
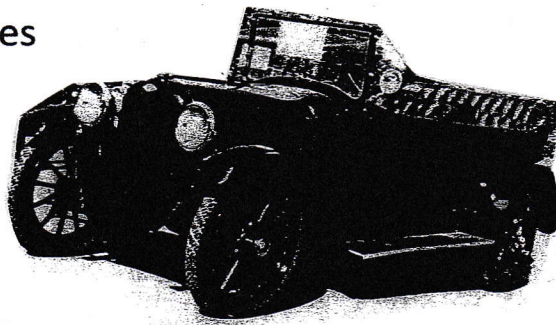
### President's Message

It is with a heavy heart that we acknowledge the passing of Phyllis Welsh, a member of our Santa Rosa Horseless Carriage Club for over 50 years. We send our condolences to Warren, Ron and Irene, and the entire Welsh family.

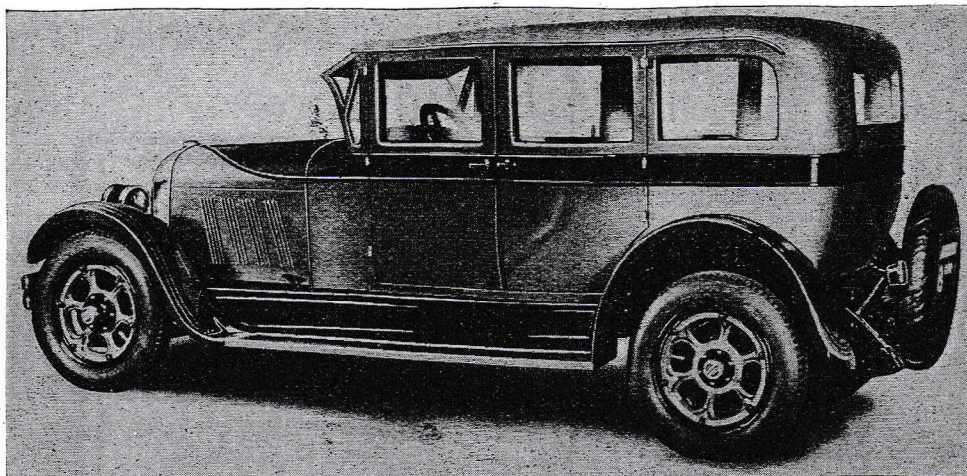
It was good to see a lot of members at the February meeting. We discussed this year's overnight tour, and a date will be set at the next meeting. The March 23<sup>rd</sup> tour (weather permitting) may be a joint tour with the Bay Area Horseless Carriage Club. We'll provide more information at the March meeting and by e-mail.

Welcome to touring season! Keep August 28th thru 30th open for our overnight directors' tour. Possible destinations and routes are being considered and a decision will be made at one of our upcoming meetings. Let John Pearson know if you have any destination ideas. The weather gods were with us for our March 24th tour, the first March tour since I've been in the club that hasn't been rained out! It was a short breakfast tour to Windsor, with the highlight being a stop to visit with longtime member Warren Welsh.

Bill Scales



## AUTOMOBILE TRADE JOURNAL



Auburn 8-88 Sedan

## Four Chassis Comprise Auburn Line

**I**N addition to the Auburn line which includes the new small four-cylinder car, the regular six model and the eight-in-line chassis announced last September, is another eight-in-line model known as the 8 eighty-eight. It has a Lycoming engine  $3\frac{1}{8}$  by  $4\frac{1}{2}$ . A Schebler carburetor and a Swan manifold are fitted. The electric system is of Remy make with semi-automatic spark control. Fuel feed is by a vacuum system from an 18 gal. rear tank.

A Long clutch is fitted, together with a transmission by the Warner Gear Co. The universal joints are of the Universal Products Co. Both axles are Columbia and four-wheel brakes are regular equipment, those on the front being internal expanding and those on the rear external contracting. The emergency brake operates on a drum on the transmission shaft and is applied by means of a handle on the dashboard, which leaves the driving compartment unobstructed.

The frame is comparatively rigid, consisting of six-inch channel side members and seven cross members of which the two end ones are tubular. The frame stock is  $\frac{5}{32}$  in. thick.

Semi-elliptic springs are fitted all around, the front springs being  $36\frac{3}{8}$  x 2 in. and the rear one  $57$  x  $2\frac{1}{4}$  in. These springs consist of a great many thin leaves with a special shackle.

A Ross cam and level type steering gear is used, semi-reversible. There are three finger levers on the steering wheel. One is the steering throttle, a second is a combined spark advanced lever and switch which shuts

off all the lights in the intermediate position and lights up the lamps dim in one extreme and full in the other extreme position.

All of the instruments are arranged on a single panel on the instrument board. They include an oil gage, ammeter, engine temperature indicator, gasoline tank gage and speedometer.

Wood wheels are standard, but Smith expanded metal wheels are furnished at slightly additional cost.

One of the enclosed models on the 8 eighty-eight chassis is a four-door passenger brougham, which has inset wood handles and walnut panels on all doors. Brewster type windshields are fitted on all closed models. Upholstery is a satin-finish leather with flower design.

### Dodge Brothers Has Coach

Dodge Brothers is now in production on a five-passenger coach listing at \$1095, which was exhibited for the first time at the New York Show. The body is finished in blue lacquer with yellow striping, the shroud and belt in black and the artillery wheels in blue. Each door has a pull to handle and the right door is fitted with a Yale lock. The upholstery is dark brown. Equipment includes rubber mat in front section and carpet in rear, dome light, foot rest, mechanical window lifters, transmission lock, automatic windshield wiper and one piece windshield with sun visor. Balloon tires are standard equipment.



# PLEASURE AUTOMOBILES



## A LIST OF THOSE ON THE AMERICAN MARKET

*A short explanation of technical terms for the uninitiated.*

Gasoline automobiles generally have their engine or motor mounted vertically or horizontally, either in front, under a bonnet or hood, or "amidships," or close to the rear axle. The cylinder or cylinders are kept cool either by water or by air. Air cooling is accomplished by directing the natural draught of the moving car against the cylinders, which have cooling or radiating flanges (a fan is sometimes used to facilitate cooling). The water-cooled engine has its cylinders encased in a water jacket (water is circulated through this jacket and through a cooling radiator by a pump or natural circulation). Multiple-cylinder engines usually have the cylinders mounted vertically, in groups of two, four or six. A few have the cylinders mounted horizontally, with the piston thrust of each cylinder in the same common direction. Another plan is to have the cylinders of a horizontal engine "opposed"; that is, with the piston thrusts alternating toward each other.

Variable speed gears enable the engine to develop its full power at slow speed for hill climbing or for driving on rough or muddy roads. These gears permit from two to four different rates of speeds forward and one or more backward. The speed of the car is also controlled by engine-throttle and ignition-spark levers.

Steam automobile engines are now of the compound type, using the exhaust from one cylinder in another before exhausting it into the air. A condenser is used to condense the exhausting steam, and most of this is turned back as water into the boiler.

The frame or "chassis" is constructed either wholly of channel or angle iron or steel, or of wood and iron. Wheels are in most cases of the "artillery" type, of wood or tubular steel; wire wheels, of the suspension type, are used on some of the lighter cars.

The wheelbase of a car is the distance between the axles, and the tread the distance between the wheels on one side of the car and those on the other side. A long wheelbase insures an easy riding vehicle.



**CARBURETER.**—A gasifier or mixing valve for mixing gasoline and air into an explosive gas. **MUFFLER.**—An arrangement for deadening the noise of the exhaust of an explosion, or internal combustion motor. **GARAGE.**—A storage and repair station. **SPARK PLUG.**—The instrument which ignites the gas in the engine cylinder, causing the explosions that supply the power. **SPARK COIL.**—A coil of wire, wound after certain principles and thoroughly insulated, to increase the energy of the electric current, which causes the spark in the cylinder. **TONNEAU.**—A style of rear seat construction peculiar to automobile bodies.



# A LIST OF THOSE ON THE AMERICAN MARKET

Remove Watermark Now

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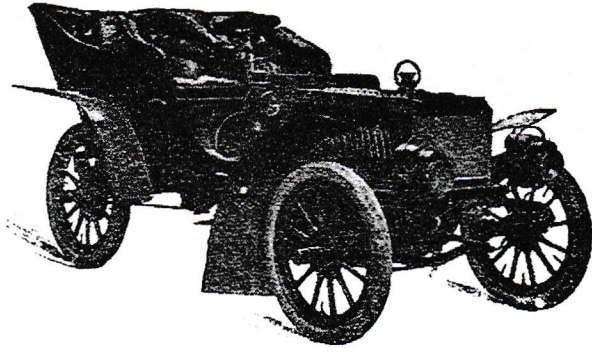


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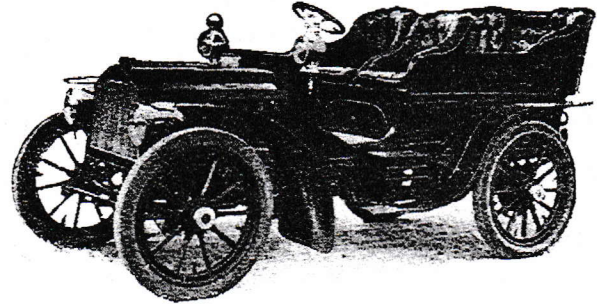
## Gasoline Carriages.

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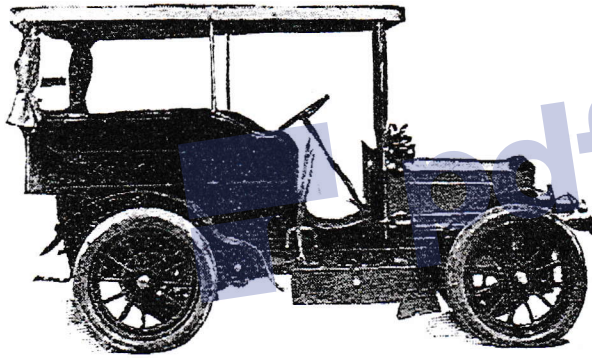
THE PIERCE ARROW.

Double cylinder, 15-h.p., water cooled, vertical engine in front; sliding speed gears; bevel-gear transmission; 3 speeds and reverse; tubular frame; 32-inch artillery wheels and 3½-inch tires; wheelbase, 81 inches; standard tread; gasoline capacity, 10 gallons; water, 5 gallons; weight, 1,700 pounds; seats 5 persons; price, \$2,500.—George N. Pierce Co., Buffalo, N. Y.



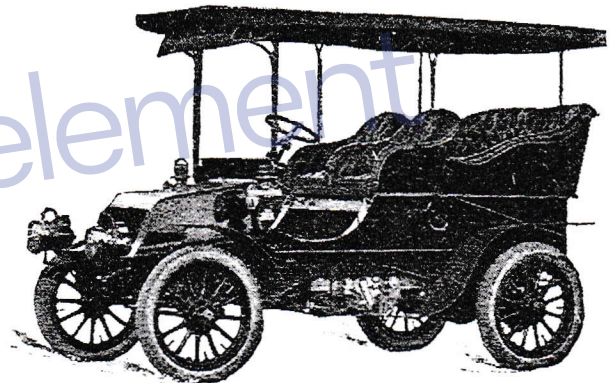
THE PACKARD, MODEL L.

Four cylinder, 20-h.p., water cooled, vertical motor in front; sliding speed gears, transmission direct or high gear; cellular radiator with fan; throttle control; steel frame, with Packard system of 3-point spring suspension; 34-inch artillery wheels and 4-inch tires; weight, 1,850 pounds; wheelbase, 94 inches; seats 5 persons; price, \$3,000.—Packard Motor Car Co., Detroit, Mich.



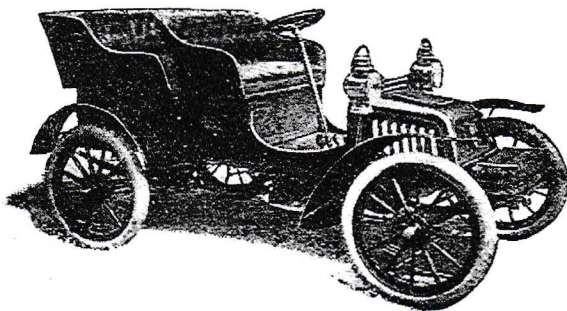
APPERSON TOURING CAR.

Four cylinder, 40-h.p., water cooled, vertical motor in front; cellular radiator; 4 speeds and reverse; steel frame; 34-inch artillery wheels; wheelbase, 96 inches; standard tread; gasoline capacity, 20 gallons; water, 5 gallons; weight, 2,800 pounds; seats 6 persons; complete, with top and electric lights, \$6,000. A 25-h.p. car, of similar construction, weighing 1,800 pounds, sells for \$3,500.—Apperson Bros. Automobile Co., Kokomo, Ind.

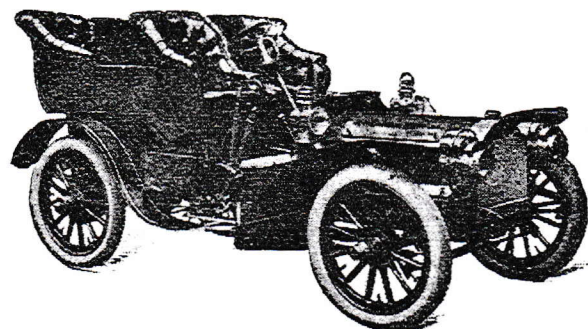


THE 1904 WINTON.

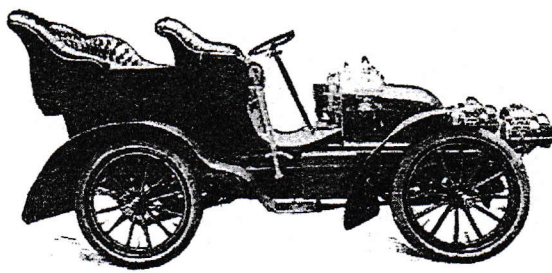
Double cylinder, 20-h.p., water cooled, horizontal engine mounted amidships; sliding-gear transmission; channel and angle-steel frame; 34-inch artillery wheels; wheelbase, 7 feet; tread, 56 inches; gasoline capacity, 12 gallons; water, 11 gallons; weight, 2,300 pounds; seats 5 persons; price, \$2,500.—The Winton Motor Carriage Co., Cleveland, Ohio.



THE ELMORE TONNEAU.

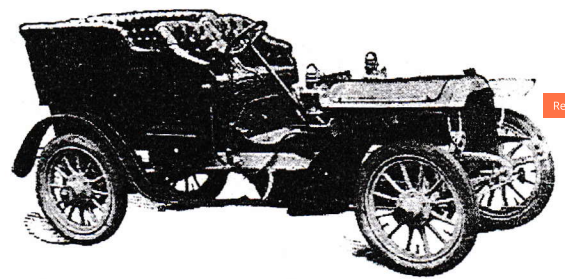


PEERLESS 24-H.P. MODEL.



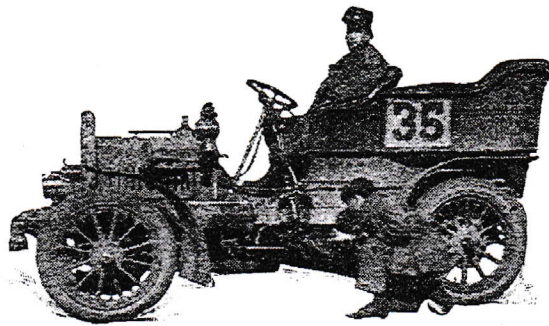
LOCOMOBILE TOURING CAR.

Four cylinder, 16-h.p., water cooled, vertical motor in front; sliding-gear transmission; 3 speeds and reverse; angle-steel frame; 34-inch artillery wheels; 3½-inch tires; wheelbase, 84 inches; tread, 51 inches; gasoline capacity, 15 gallons; weight, 2,200 pounds; seats 5 persons; price, \$4,500. Nine-h.p., double-cylinder car sells for \$2,000.—The Locomobile Co. of America, Bridgeport, Conn.



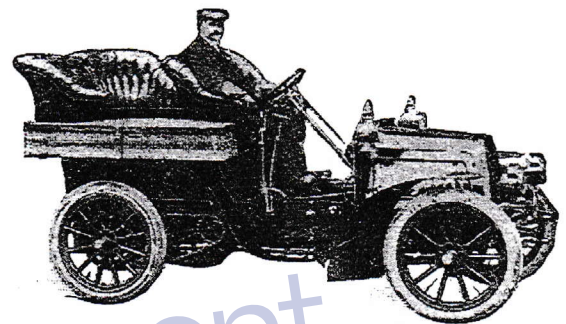
PEERLESS 35-H.P. MODEL.

Four cylinder, 35-h.p., water cooled, vertical engine in front; sliding speed gears, with direct connection on the high speed; bevel-gear transmission; 4 speeds and reverse; cellular radiator, with fan; channel-steel frame; 34-inch artillery wheels and 4½-inch tires; wheelbase, 102 inches; seats 6 persons; price, \$6,000.—The Peerless Motor Car Co., Cleveland, Ohio.



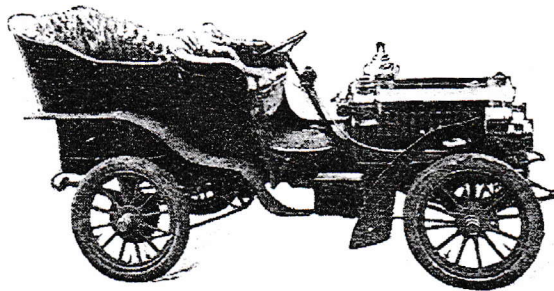
THE STEARNS.

Double cylinder, 24-h.p., water cooled, horizontal opposed engine mounted amidships; 3 speeds and reverse; all controls at steering wheel; armored-wood frame; 34-inch artillery wheels and 4 and 4½-inch tires; wheelbase, 96 inches; standard tread; gasoline capacity, 17 gallons; water, 8 gallons; weight, 2,800 pounds; seats 6 persons; price, \$3,000.—The F. B. Stearns Co., Cleveland, Ohio.



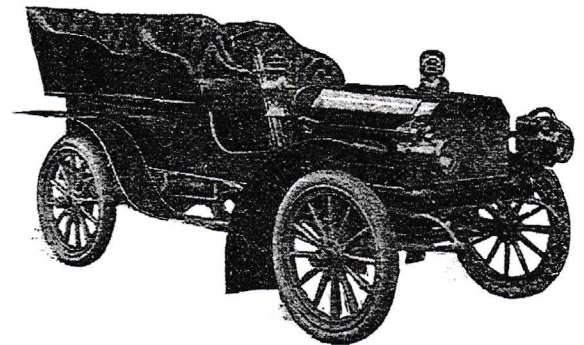
THE BERG.

Four-cylinder, 24-h.p., water cooled, vertical motor in front; sliding-gear transmission; 4 speeds and reverse; armored-wood frame and semi-elliptic springs; 34-inch artillery wheels; 4-inch tires; wheelbase, 90 inches; tread, 54 inches; seats 6 persons; price, \$3,500.—Berg Automobile Co., 100 Broadway, New York.



THE THOMAS.

Three cylinder, 24-h.p., water cooled, vertical motor in front; cellular radiator; planetary transmission gears; 2 speeds and reverse; steel frame and artillery wheels; wheelbase, 84 inches; tread, 54 inches; gasoline capacity, 15 gallons; water, 5 gallons; weight, 1,900 pounds; seats 5 persons; price, \$2,500. The 8-h.p. model has horizontal motor, and sells for \$1,250.—E. R. Thomas Motor Co., Buffalo, N. Y.

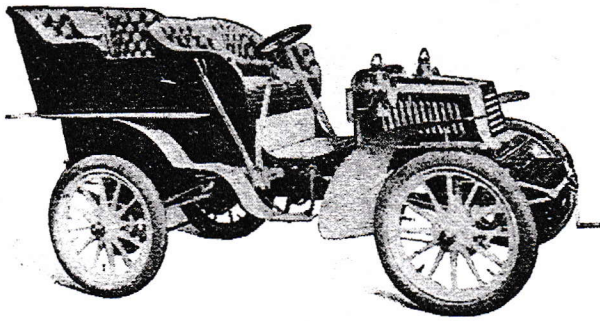


THE 1904 ELDREDGE TONNEAU.

Four cylinder, 16-h.p., water cooled, horizontal opposed motor in front; cellular radiator, with fan; throttle control; sliding speed gears; bevel-gear drive; angle-steel frame and semi-elliptic springs; artillery wheels; wheelbase, 86 inches; tread, 56½ inches; gasoline capacity, 11 gallons; water, 3½ gallons; weight, 2,300 pounds; seats 5 persons; price, \$2,000.—National Sewing Machine Co., Belvidere, Ill.

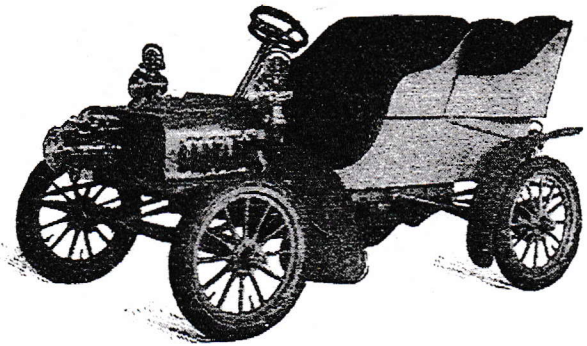
## Gasoline Carriages.

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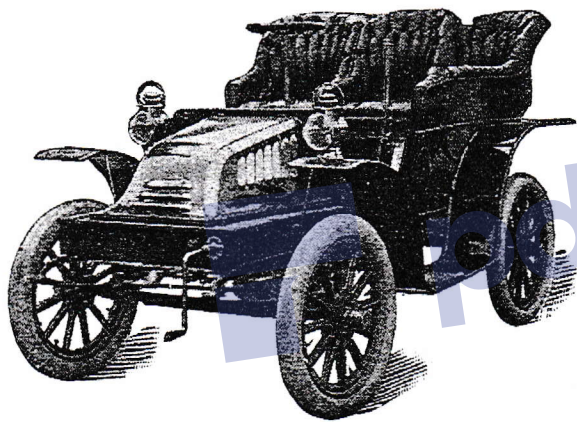
THE MODEL L RAMBLER.

Double cylinder, 14-h.p., water cooled, horizontal motor mounted amidships; 2 speeds and reverse; angle-steel frame; 30-inch artillery wheels and 3½-inch tires; wheelbase, 87 inches; standard tread; weight, 1,900 pounds; seats 5 persons; with canopy top price is \$1,350.—Thos. B. Jeffery & Co., Kenosha, Wis.



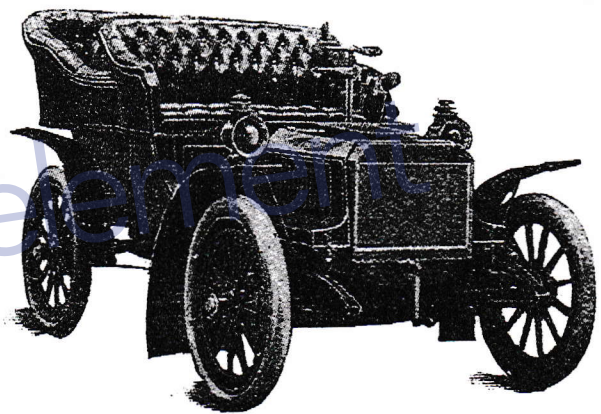
THE MODEL K RAMBLER.

Double cylinder, 14-h.p., water cooled, horizontal motor mounted amidships; angle-steel frame and full elliptic springs; 30-inch artillery wheels and 3½-inch tires; wheelbase, 87 inches; standard tread; weight, 1,500 pounds; seats 2 persons; price, \$1,100; price with tonneau, \$1,200.—Thos. B. Jeffery & Co., Kenosha, Wis.



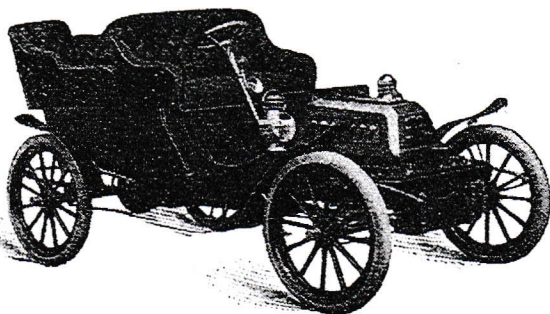
HAYNES-APPERSON 1904 TONNEAU.

Double cylinder, 17-h.p., water cooled, horizontal opposed motor in front; 3 speeds and reverse; angle-iron frame and artillery wheels; wheelbase, 80 inches; standard tread; gasoline capacity, 10 gallons; water, 10 gallons; weight, 2,300 pounds; seats 5 persons; price, \$2,500. Cut shows \$2,400 car; cellular radiator will be used.—The Haynes-Apperson Co., Kokomo, Ind.

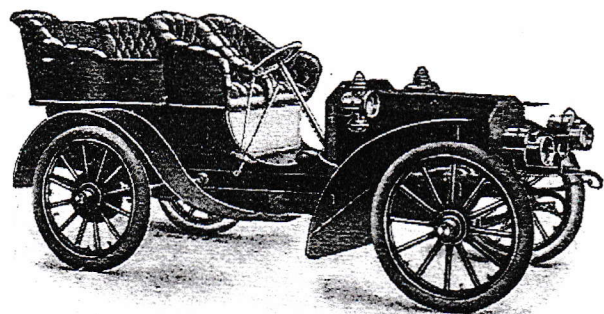


THE AUTOCAR.

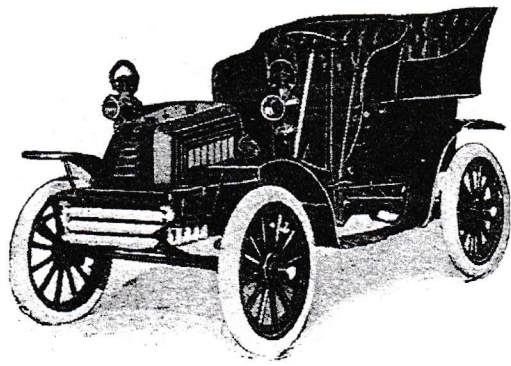
Double cylinder, water cooled, 11-h.p. horizontal opposed engine in front; 3 speeds forward and 1 reverse; steel and wood frame; 30-inch artillery wheels and 3-inch tires; wheelbase, 76 inches, and tread, 54 inches; gasoline capacity, 10 gallons; water, 3 gallons; weight, 1,675 pounds; seats 4 persons; price, \$1,700.—The Autocar Company, Ardmore, Pa.



THE PHELPS.

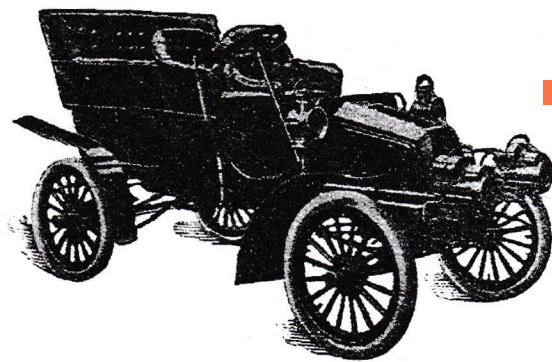


THE MATHESON.



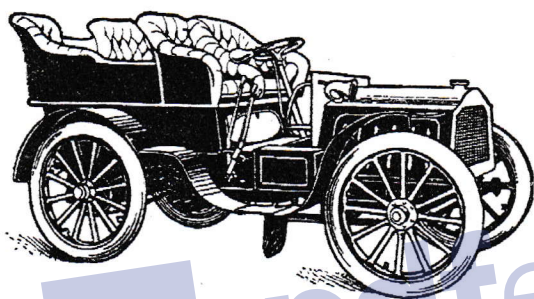
THE 1904 ST. LOUIS.

Single cylinder, 10-h.p., water cooled, horizontal engine mounted amidships; 2 speeds and reverse; angle-iron frame; 30-inch artillery wheels; 3½-inch tires; wheelbase, 82 inches; tread, 52 inches; gasoline capacity, 10 gallons; water, 6 gallons; weight, 1,650 pounds; seats 5; price, \$1,500; runabout, with 9-h.p. motor, sells for \$1,200.—St. Louis Motor Carriage Co., St. Louis, Mo.



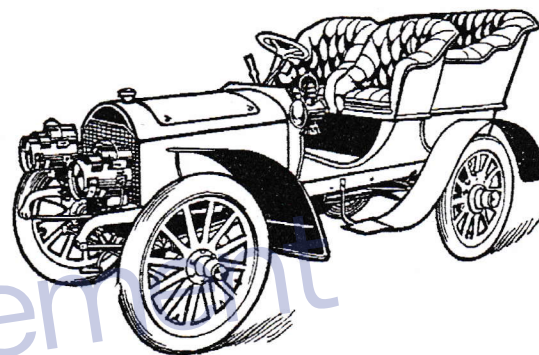
THE FREDONIA TONNEAU.

Single cylinder, 10-h.p., water cooled, horizontal motor mounted amidships; planetary transmission gears; 2 speeds and reverse; channel-steel frame and full elliptic springs; 30-inch artillery wheels; 3½-inch tires; wheelbase, 87 inches; tread, 56 inches; gasoline capacity, 9 gallons; water, 3½ gallons; weight, 1,650 pounds; seats 4 persons; price, \$1,250.—The Fredonia Mfg. Co., Youngstown, Ohio.



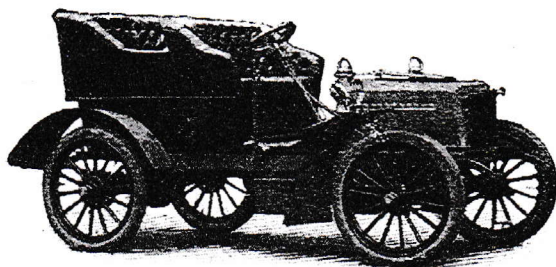
THE 1904 S. & M.

Four cylinder, 18-h.p., water cooled, vertical motor in front; honeycomb radiator and fan; 4 speeds and reverse; wood and angle-iron frame; artillery wheels; wheelbase, 90¾ inches; gasoline capacity, 25 gallons; water, 2 gallons; weight, 1,200 pounds; seats 5 persons; price, \$5,500.—Smith & Mabley, 513-519 7th avenue, New York.



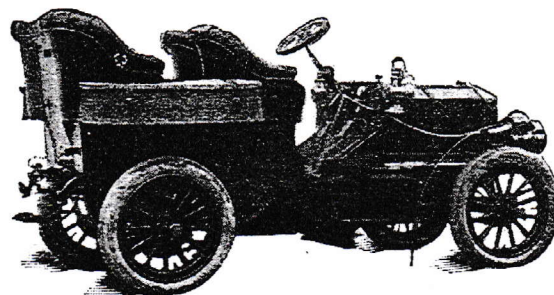
ROYAL 16-H.P. TOURIST.

Double cylinder, 16-h.p., water cooled, vertical motor in front; cellular radiator; sliding speed gears; 3 speeds and reverse; bevel-gear transmission; pressed-steel frame and 34-inch artillery wheels; wheelbase, 90 inches; standard tread; weight, 1,700 pounds; seats 5 persons; price, \$2,300.—Royal Motor Car Co., Lake and Marquette streets, Cleveland, Ohio.



THE FOUR-CYLINDER PREMIER.

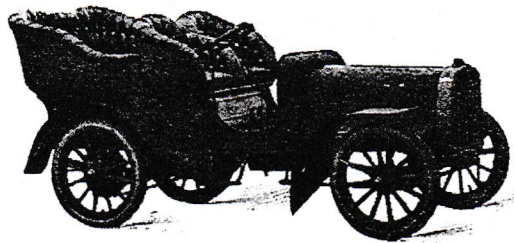
Four cylinder, 40-h.p., water cooled, vertical 4-cycle motor in front; sliding gears; 3 speeds and reverse; pressed-steel frame and semi-elliptic springs; 34-inch artillery wheels; 3-inch tires; wheelbase, 96 inches; tread, 54½ inches; gasoline capacity, 14 gallons; weight, 2,250 pounds; seats 6 persons; price, \$5,000. Double cylinder, 20-h.p., 2-cycle motor model sells for \$2,500.—Premier Motor Mfg. Co., Indianapolis, Ind.



THE ROBINSON.

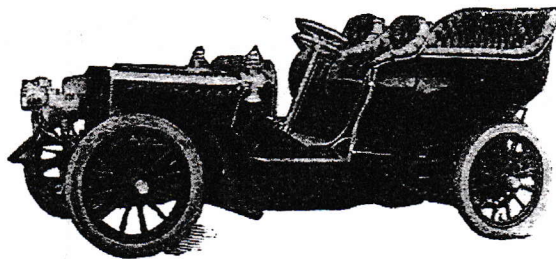
Four cylinder, 24-h.p., water cooled, vertical motor in front; cellular radiator; sliding-gear transmission; 3 speeds and reverse; channel-steel frame; 34-inch artillery wheels and 4½-inch tires; wheelbase, 96 inches; tread, 54 inches; gasoline capacity, 20 gallons; weight, 2,600 pounds; seats 5 persons; price, \$5,000.—Pope-Robinson Company, Hyde Park, Mass.

## Gasoline Carriages.



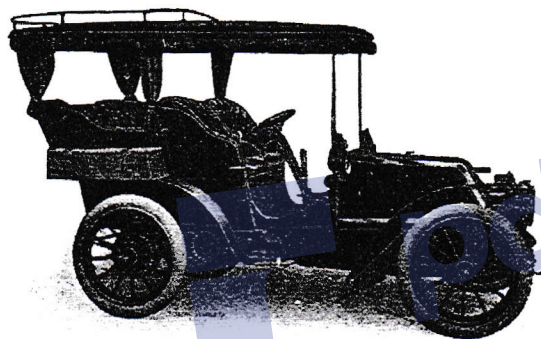
THE 1904 POPE-TOLEDO.

Four cylinder, 24-h.p., water cooled, vertical engine in front; spark and throttle control levers on steering wheel; sliding-speed gears, with direct connection on the high speed; 3 speeds and reverse; channel-steel frame; 32 and 34-inch artillery wheels, with 4-inch tires; wheelbase, 91 inches; tread, 54 inches; gasoline capacity, 14 gallons; weight, 2,350 pounds; seats 5 persons; price, \$3,500.—Pope Motor Car Co., Toledo, Ohio.



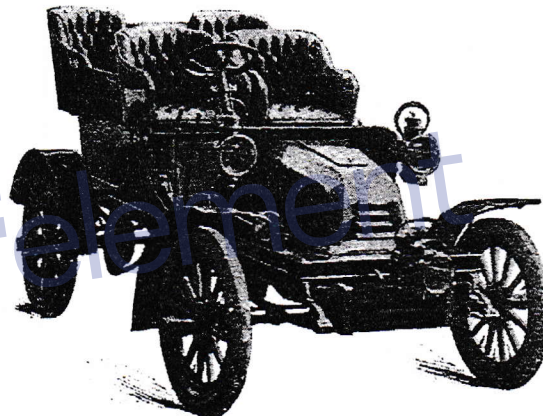
THE 1904 COMPOUND.

Three cylinder, 35-h.p., water cooled, vertical engine in front; 2 cylinders high pressure and 1 low pressure; sliding-gear transmission; 3 speeds and reverse; 36-inch artillery wheels and 5-inch tires; wheelbase, 112 inches; tread, 56½ inches; gasoline capacity, 30 gallons; water, 20 gallons; weight, 3,100 pounds; seats 7 persons; prices, \$6,000 and \$8,000.—The Eisenhuth Horseless Vehicle Co., Middletown, Conn.



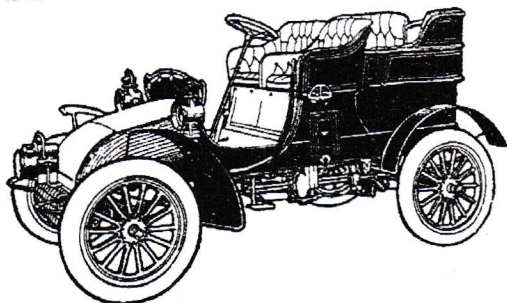
THE COLUMBIA TOURING CAR.

Four cylinder, 24-h.p., water cooled, vertical engine in front; sliding-gear transmission, with direct connection on the high speed; 4 speeds and reverse; false frame supporting engine mechanism; weight, 3,000 pounds; gasoline capacity, 12 gallons; seats 6; price, \$4,500 and \$5,000. A double cylinder, 12-h.p. car to sell for \$1,800, will also be built.—Electric Vehicle Co., Hartford, Conn.



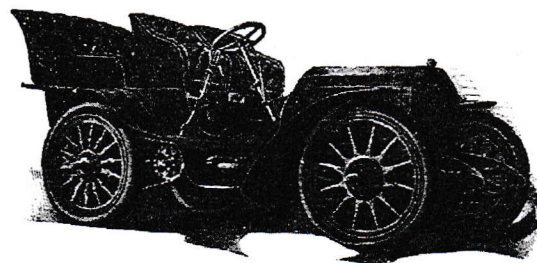
THE "SANTOS-DUMONT."

Double cylinder, 14-h.p., water cooled, horizontal opposed engine mounted on frame under front seats; channel-steel frame; 30-inch artillery wheels and 3½-inch tires; wheelbase, 82 inches; standard tread; weight, 1,850 pounds; seats 4 or 5 persons; price, \$1,500.—The Columbus Motor Vehicle Co., Columbus, Ohio.



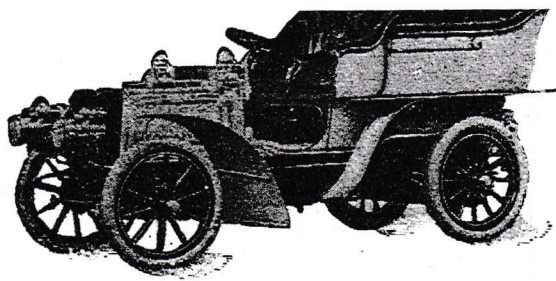
THE YALE.

Double cylinder, 16-h.p., water cooled, horizontal opposed motor mounted amidships; 2 speeds and reverse; artillery wheels and 4-inch tires; wheelbase, 88 inches; tread, 54 inches; gasoline capacity, 10 gallons; water, 6 gallons; weight, 1,800



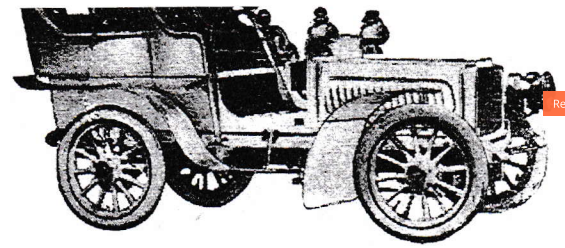
THE 1904 DAIMLER.

Four cylinder, 20-h.p., water cooled, vertical engine in front; 4 speeds and reverse; channel-steel frame; artillery wheels; 4-inch tires; wheelbase, 96 inches; tread, 54 inches; gasoline capacity, 15 gallons; wa-



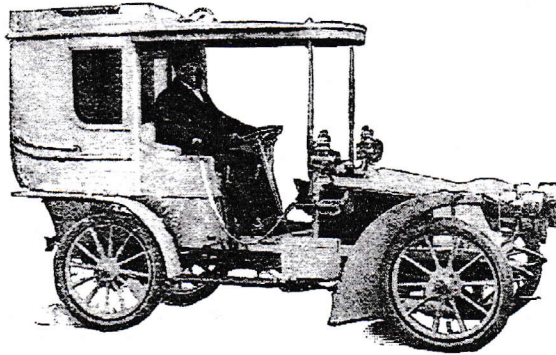
THE 1904 PANHARD.

Four cylinder, 15, 18 or 24-h.p., water cooled, vertical engine in front; sliding-gear transmission; 4 speeds and reverse; steel and wood frame; artillery wheels; gasoline capacity, 25 to 35 gallons; seat 4 to 6 persons; price of chassis without body, \$5,500, \$7,250 and \$8,850.—Panhard-Levassor, Paris, France. American branch, 230-232 West 13th street, New York.



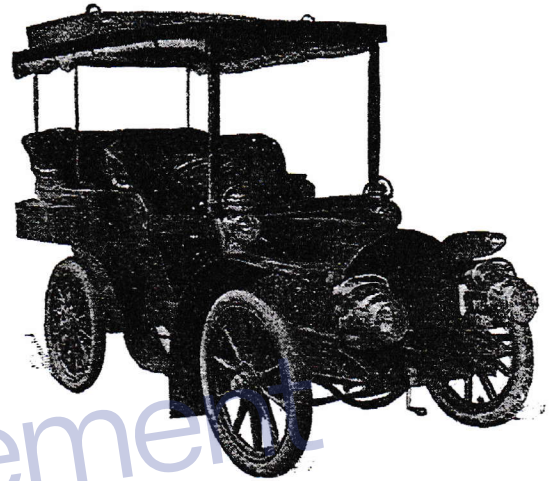
THE DECAUVILLE.

Four cylinder, 16-h.p., water cooled, vertical motor in front; cellular radiator; sliding-gear transmission, 3 speeds and reverse; pressed-steel frame; artillery wheels; wheelbase, 84 inches; tread, 54 inches; weight, 1,800 pounds; seats 5 persons; price, \$6,000.—Standard Automobile Co. of New York, 39th St., New York, U. S. agent.



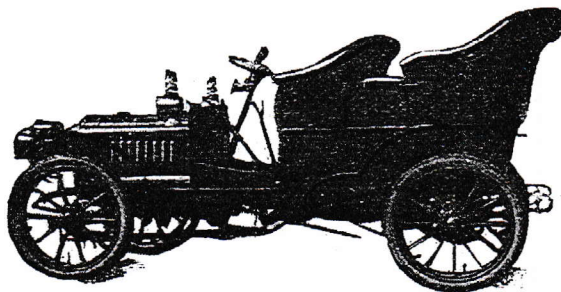
THE RENAULT.

Four cylinder, 16-h.p., water cooled, vertical engine in front; sliding speed gears; with direct connection on the high speed; 3 speeds and reverse; tubular and steel frame; artillery wheels; wheelbase, 98 inches; tread, 4 feet; gasoline capacity, 15 gallons; water, 5 gallons; weight, 1,900 pounds; seats 5 persons; price, \$6,000.—Société Franco-Américaine d'Automobiles, 12 East 27th street, New York, U. S. agent.



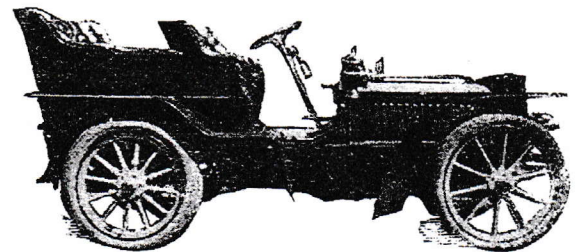
FOUR CYLINDER 1904 DARRACQ.

Four cylinder, 24-h.p., water cooled, vertical motor in front; hand and automatic throttle control; cellular radiator, with fan; sliding speed gears; bevel-gear transmission; 3 speeds and reverse; channel-steel frame and artillery wheels; wheelbase, 86 inches; tread, 54 inches; weight, 2,800 pounds; seats 4 to 6 persons; price, \$6,500; with top, \$7,000.—American Darracq Automobile Co., 652-664 Hudson street, New York, U. S. agent.



MORS 18-H.P. MODEL.

Four cylinder, 18-h.p., water cooled, vertical engine in front; throttle control; cellular radiator, with fan; 4 speeds and reverse; pressed-steel frame; artillery wheels; gasoline capacity, 20 gallons; water, 5 gallons; wheelbase, 101 inches; tread, 55 inches; seats 4 to 6 persons; price, \$8,000; the 11-h.p. model sells for \$5,000.—The Central Automobile Co., 1684 Broadway, New York, U. S. agent.

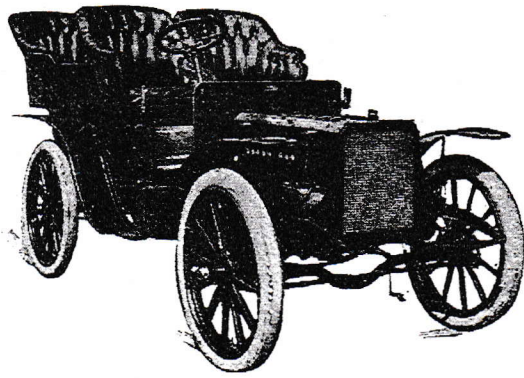


THE DE DIETRICH.

Four cylinder, 30-h.p., water cooled, vertical motor in front; 4 speeds and reverse; armored-wood frame; artillery wheels; wheelbase, 93½ inches; gasoline capacity, 22 gallons; water, 8 gallons; weight, 2,400 pounds; seats 5 persons; price, \$9,700.—Automobile Exchange & Storage Co., 133-139 West 38th street, New York, U. S. agent.

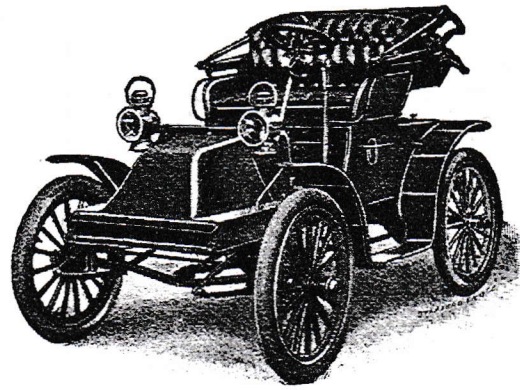
## Gasoline Carriages.

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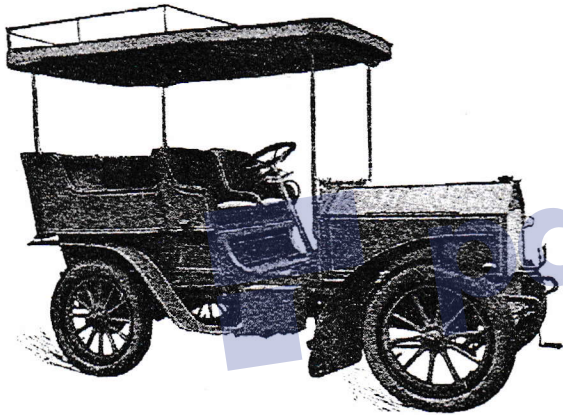
THE CLEMENT.

Four cylinder, 18-h.p., water cooled, vertical engine in front; 4 speeds and reverse; stamped-steel frame; artillery wheels; gasoline capacity, 12 gallons; water, 3 gallons; weight, 1,800 pounds; seats 5 persons; price, \$5,000.—Société Franco-Américaine d'Automobiles, 12 East 27th street, New York, U. S. agent.



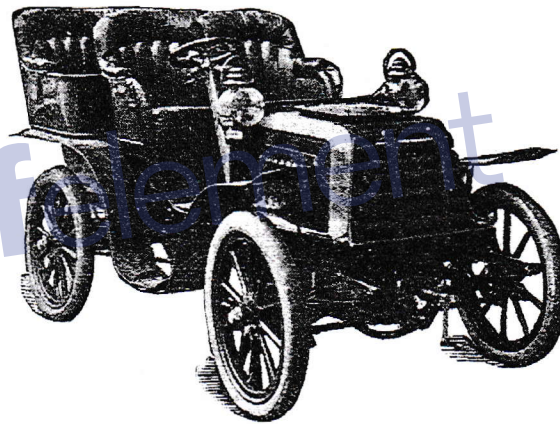
HAYNES-APPERSON LIGHT CAR.

Double cylinder, 11-h.p., water cooled, horizontal opposed motor in rear; 3 speeds and reverse; angle-iron frame; artillery wheels; wheelbase, 75 inches; standard tread; gasoline capacity, 6 gallons; seats 2 persons; price, with top, \$1,550.—The Haynes-Apperson Co., Kokomo, Ind.



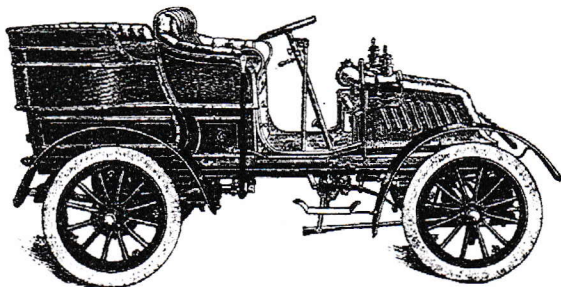
THE 1904 CUDELL.

Four cylinder, 16-h.p., air cooled, vertical motor in front; sliding speed gears; 4 speeds and reverse; bevel-gear drive; steel and wood frame; artillery wheels; gasoline capacity, 20 gallons; wheelbase, 74½ inches; tread, 54 inches; seats 5 persons; price, \$4,500. Cut shows 22-h.p. car, with water-cooled engine.—Clodio & Widmayer, 10 West 33d street, New York, U. S. agent.



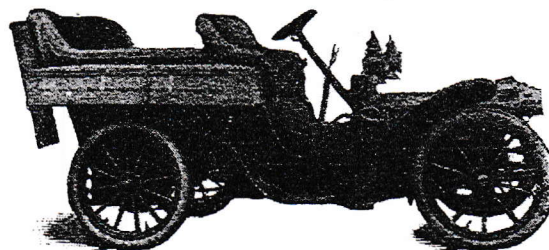
TWO CYLINDER 1904 DARRACQ

Double cylinder, 12-h.p., water cooled, vertical motor in front; 3 speeds and reverse; steel and wood frame; semi-elliptic springs; artillery wheels; wheelbase, 77 inches; tread, 50½ inches; gasoline capacity, 5 gallons; water, 5 gallons; weight, 2,000 pounds; seats 4 or 5 persons; price, \$3,500.—American Darracq Automobile Co., 652-664 Hudson street, New York, U. S. agent.



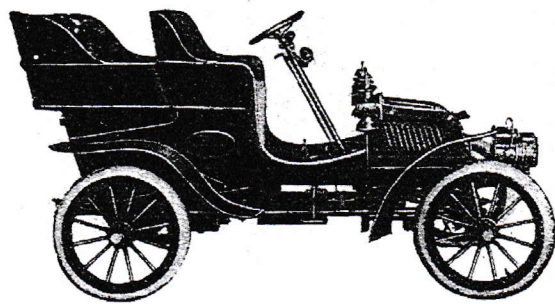
DE DION-BOUTON TONNEAU.

One, two or four cylinder, water cooled, vertical engine, of from 3½ to 25-h.p. in front; 2 or 3 speeds; tubular frame; wire or artillery wheels; wheelbase, 6 to 7 feet; tread, 52 inches; gasoline capacity, 6 to 15



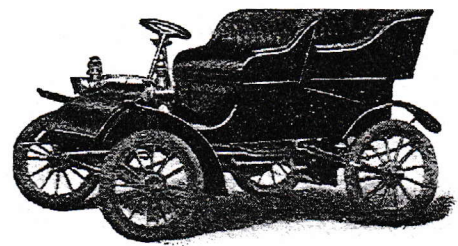
THE ROCHET-SCHNEIDER.

Four cylinder, 20-h.p., water cooled, vertical motor in front; 4 speeds and reverse; wheelbase, 94 inches; tread, 54 inches; gasoline capacity, 21 gallons; water, 3 gallons; weight, 2,500 pounds; seats 5 or 7



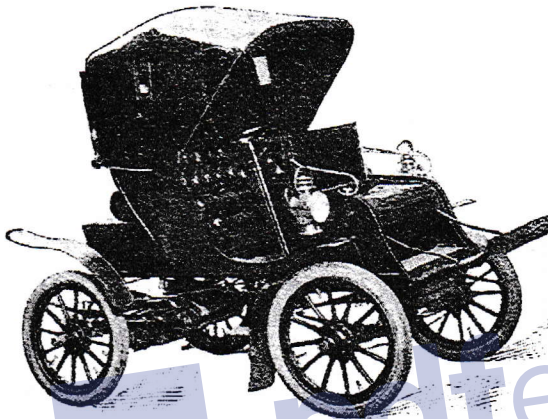
THE CREST-MOBILE.

Single cylinder, 7-h.p., air cooled, vertical motor in front; 2 forward speeds and 1 reverse; sliding-gear transmission; tubular frame; steel artillery wheels, with 2½-inch tires; wheelbase, 74 inches; tread, 54; gasoline capacity, 5 gallons; weight, 930 pounds; seats 4 persons; price, \$850.—The Crest Mfg. Co., Cambridge, Mass.



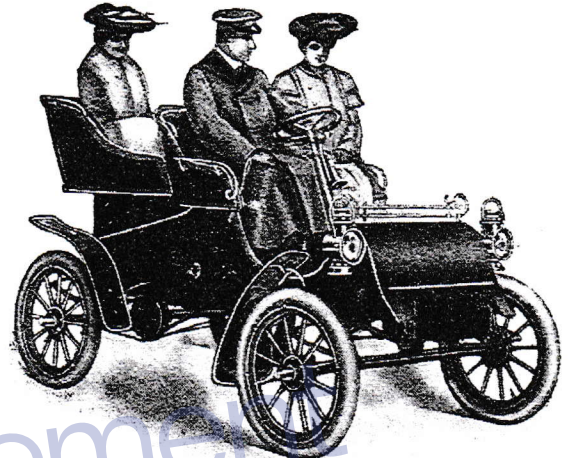
ELMORE CONVERTIBLE RUNABOUT.

Single cylinder, 6½-h.p., water cooled, horizontal, 2-cycle motor on center of frame, 2 speeds and reverse; wheelbase, 68 inches; standard tread; gasoline capacity, 7 gallons; water, 3 gallons; weight, 1,050 pounds; seats 2 or 4 persons; price, \$650.—Elmore Mfg. Co., Clyde, Ohio.



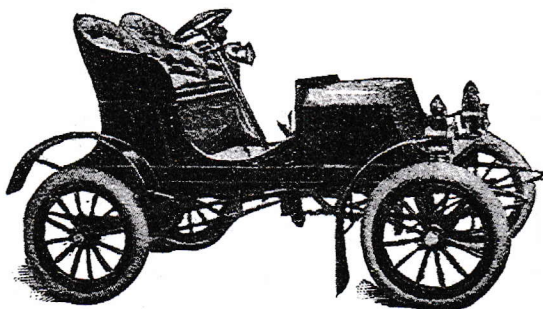
PIERCE STANHOPE.

Single cylinder, water cooled, 8-h.p., vertical motor on rear axle; 2 forward speeds; tubular frame and full elliptic springs; 28-inch wood wheels and 3-inch tires; wheelbase, 70 inches, and standard tread; gasoline capacity, 5 gallons; water, 6 gallons; weight, about 1,200 pounds; seats 2; price, \$1,200.—George N. Pierce Co., Buffalo, N. Y.



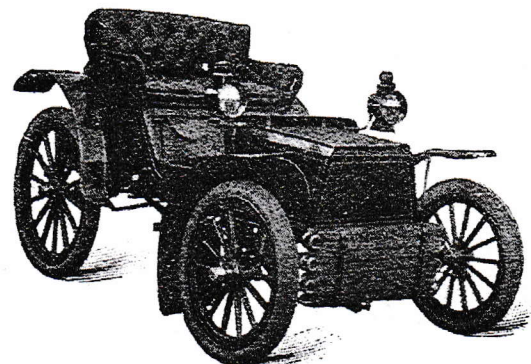
THE FORD.

Double cylinder, 8-h.p., water cooled, horizontal opposed engine mounted amidships; 3 speeds and reverse; wheelbase, 72 inches; standard tread; gasoline capacity, 5½ gallons; water, 1½ gallons; weight, 1,240 pounds; seats 2 persons; price, \$750. Price, with tonneau, \$850.—Ford Motor Co., Detroit, Mich.



THE FRANKLIN.

Four cylinder, 10-h.p., air cooled, vertical engine in front; no fan; 2 speeds and reverse; steel frame and 28-inch artillery wheels; wheelbase, 72 inches; tread, 54 inches; gasoline capacity, 7 gallons; weight, 1,100 pounds; seats 2 persons; price, \$1,300.—H. H. Franklin Mfg. Co., Syracuse, N. Y.

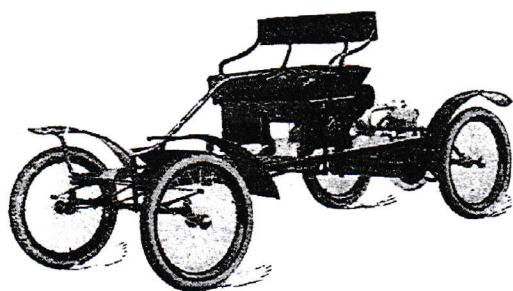


DURYEA STRAIGHT-LINE PHAETON.

Three cylinder, 12-h.p., water cooled, inclined motor under seat; wood and iron frame; artillery wheels and 3-inch tires; wheelbase, 72 inches; standard tread; gasoline capacity, 8 gallons; water, 8 gallons; weight, 950 pounds; price, \$1,350.—Duryea Power Co., Reading, Pa.

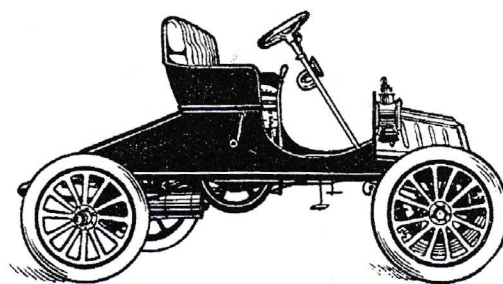
## Gasoline Carriages.

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THE 1904 ORIENT BUCKBOARD.

Single cylinder, air cooled, 4-h.p., vertical motor mounted on rear axle; 2 speeds; buckboard frame, with 2 full elliptic springs in front; 26-inch wire wheels and 2½-inch single tube tires; gasoline capacity, 100 miles; weight, about 500 pounds; seats 2 persons; price, \$425.—Waltham Mfg. Co., Waltham, Mass.



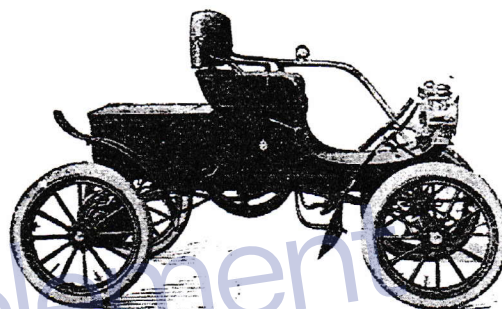
THE 1904 AUBURN.

Single cylinder, 10-h.p., water cooled, horizontal motor amidships; planetary transmission gears; 2 speeds and reverse; angle-steel frame and half-elliptic springs; artillery wheels; body has detachable tonneau; wheelbase, 78 inches; standard tread; gasoline capacity, 9 gallons; weight, 1,500 pounds; seats 2 or 4 persons; price, \$1,000.—Auburn Automobile Co., Auburn, Ind.



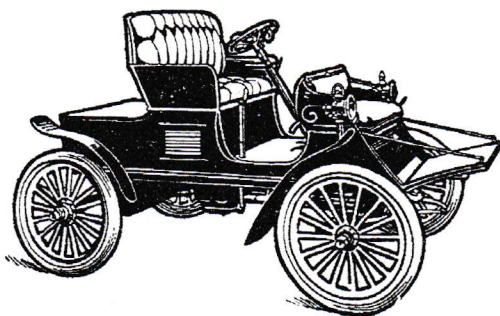
THE NORTHERN.

Single cylinder, 6-h.p., water cooled, horizontal motor on center of frame; 2 speeds and reverse; tubular frame and Concord springs; 28-inch artillery wheels; wheelbase, 70 inches; standard tread; gasoline capacity, 8 gallons; water, 4 gallons; weight, 950 pounds; seats 2 persons; price, \$750.—Northern Mfg. Co., Detroit, Mich.



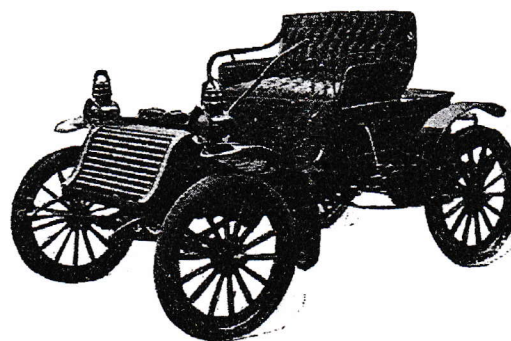
THE OLDSMOBILE.

Single cylinder, 4-h.p., water cooled, horizontal motor on center of frame; sliding speed gears; 3 speeds and reverse; Concord springs; 28-inch artillery wheels and 2½-inch tires; wheelbase, 72 inches; standard tread; gasoline capacity, 4 gallons; water, 2 gallons; weight, 850 pounds; seats 2 persons; price, \$650.—Olds Motor Works, Detroit, Mich.



THE 1904 NIAGARA.

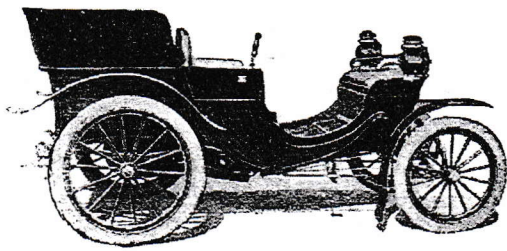
Single cylinder, 5-h.p., water cooled, vertical motor in rear; sliding speed gears on axle; 2 speeds and reverse; steel and wood frame; full elliptic springs in rear, semi-elliptic in front; 30-inch artillery wheels, with 3-inch tires; wheelbase, 70 inches; standard tread; gasoline capacity, 5 gallons; weight, 1,100 pounds; seats 2 or 4 persons; price, \$850.—Wilson Automobile Mfg. Co., Wilson, Niagara Co., N. Y.



THE 1904 ELDREDGE RUNABOUT.

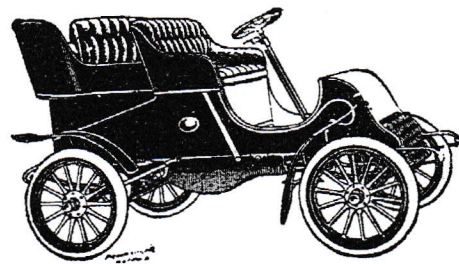
Double cylinder, 8-h.p., water cooled, horizontal opposed motor on center of frame; 3 speeds and reverse; armored-wood frame and platform springs; 30-inch artillery wheels and 3-inch tires; wheelbase, 66 inches; tread, 56½ inches; gasoline capacity, 6 gallons; water, 6 gallons; weight, 1,150 pounds; seats 2 persons; price, \$750.—National Sewing Machine Co., Belvidere, Ill.

## Gasoline Carriages.



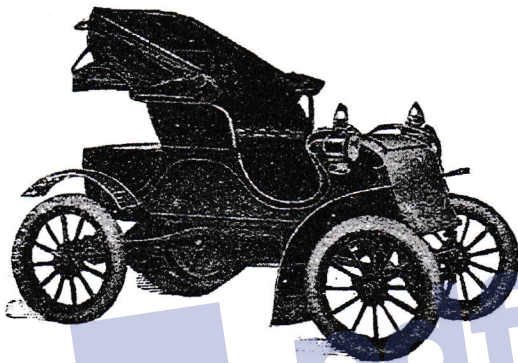
THE DURYEA TONNEAU.

Three cylinder, 12-h.p., water cooled, inclined motor under center of body; planetary-speed gears; 2 speeds and reverse; armored-wood frame; artillery wheels; 3½-inch tires; wheelbase, 92 inches; standard tread, gasoline capacity, 10 gallons; water, 15 gallons; weight, 1,350 pounds; seats 5 or 7 persons; price, \$1,750.—Duryea Power Co., Reading, Pa.



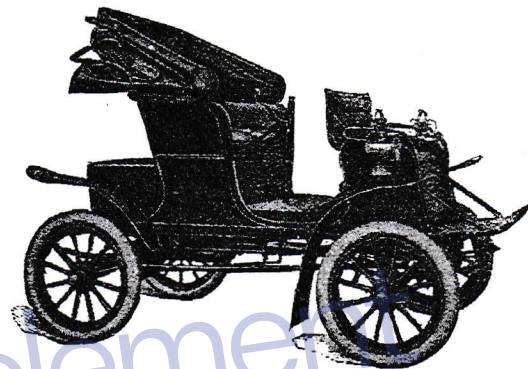
THE CADILLAC.

Single cylinder, 6-h.p., water cooled, horizontal motor mounted amidships; planetary gears; 2 speeds and reverse; angle-steel frame; semi-elliptic springs; 28-inch artillery wheels and 3-inch tires; seats 2 persons; price, \$750; with tonneau, \$850.—Cadillac Automobile Co., Detroit, Mich.



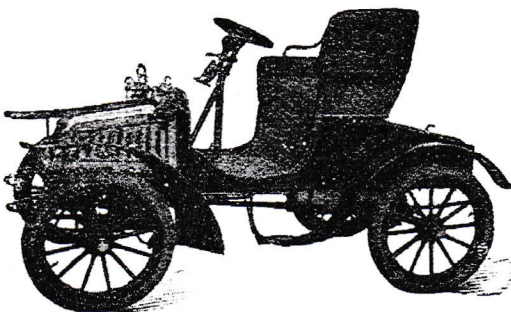
THE 1904 KNOX.

Single cylinder, 8-h.p., horizontal, air-cooled motor on center of frame; planetary transmission gears; 2 speeds and reverse; angle-iron frame and side springs; 30-inch artillery wheels; 3½-inch tires; wheelbase, 78 inches; tread, 54 inches; gasoline capacity, 10 gallons; weight, 1,850 pounds; price, \$1,350. Double cylinder, 16-h.p. car, \$2,000.—Knox Automobile Co., Springfield, Mass.



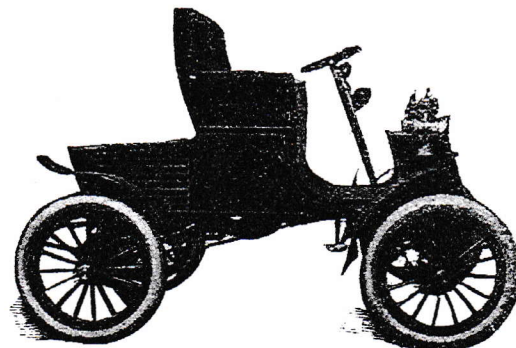
THE STEVENS-DURYEY.

Double cylinder, 7-h.p., water cooled, horizontal motor under seat; 3 speeds and reverse; tubular frame and full elliptic springs; 28-inch artillery wheels and 3-inch tires; wheelbase, 69 inches; tread, 54 inches; gasoline capacity, 6 gallons; water, 5 gallons; weight, 1,300 pounds; seats 2 or 4 persons; price, \$1,300.—J. Stevens Arms and Tool Co., Chicopee Falls, Mass.



THE 1904 COVERT.

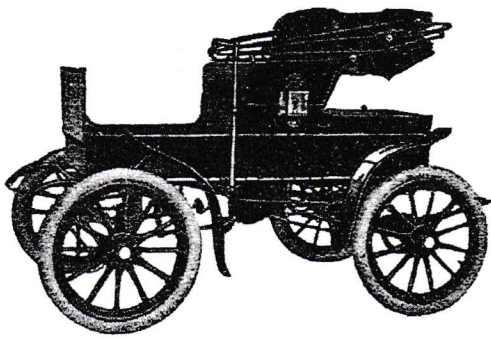
Single cylinder, 6-h.p., water cooled, vertical motor in front; sliding speed gears; 2 speeds and reverse; bevel-gear transmission; angle-iron frame; artillery wheels; wheelbase, 68 inches; tread, 54 inches; gasoline capacity, 5 gallons; water, 4 gallons; weight, 750 pounds; seats 2 persons; price, \$750.—B. V. Covert & Co., Lockport, N. Y.



THE FREDONIA RUNABOUT.

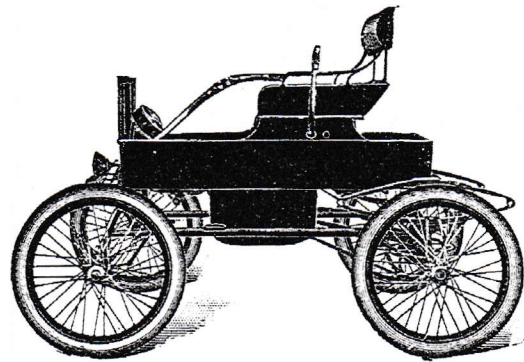
Single cylinder, 9-h.p., water cooled, horizontal motor on center of frame; planetary gears; channel-steel frame; full elliptic springs; 30-inch artillery wheels; 3-inch tires; gasoline capacity, 8 gallons; water, 3½ gallons; wheelbase, 84 inches; standard tread; weight, 1,300 pounds; seats 2 persons; price, \$1,000.—The Fredonia Mfg. Co., Youngstown, Ohio.

## Electric Carriages.



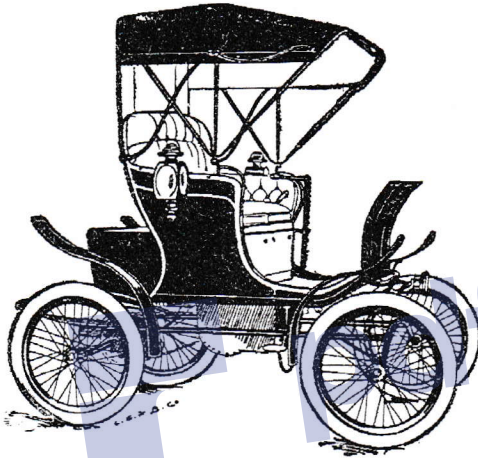
THE STUDEBAKER RUNABOUT.

Single, 2 to 4-h.p., electric motor on center of frame; 24-cell exide battery; wheelbase, 61 inches; tread, 54 inches; weight, 1,450 pounds; seats 2 persons; price, without top, \$975.—Studebaker Bros. Co. of New York, 7th avenue and 48th street, New York.



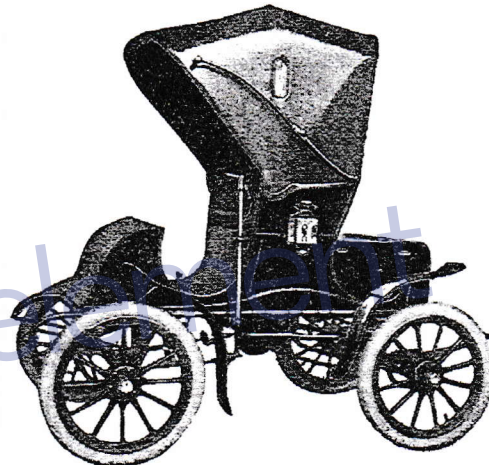
THE BAKER RUNABOUT.

Single,  $\frac{3}{4}$ -h.p., multi-polar electric motor under center of body; 12-cell battery; armored-wood frame; wheelbase, 58 inches; tread, 52 inches; weight, 650 pounds; seats 2 persons; price, \$850.—The Baker Motor Vehicle Co., Cleveland, Ohio.



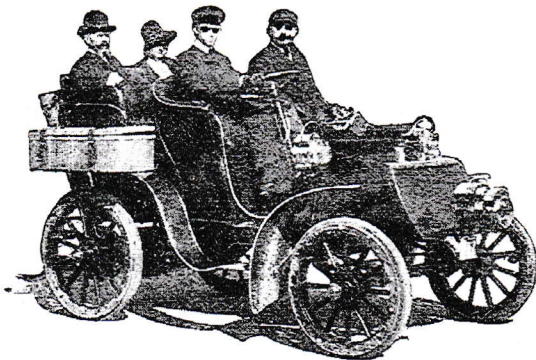
THE BAKER STANHOPE.

Single,  $1\frac{3}{4}$ -h.p., multi-polar electric motor mounted centrally under body; 12-cell battery; 3 speeds; maximum, 14 miles an hour; armored-wood frame; wheelbase,  $64\frac{1}{2}$  inches; tread, 52 inches; weight, 950 pounds; seats 2 persons; price, \$1,600.—The Baker Motor Vehicle Co., Cleveland, Ohio.



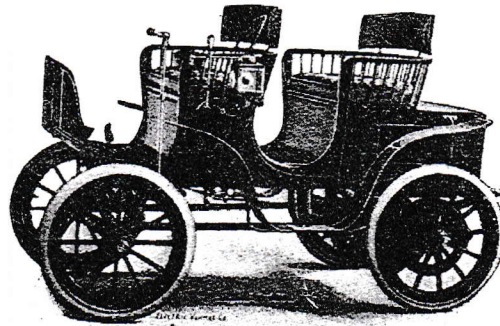
THE STUDEBAKER STANHOPE.

Single, 2 to 4-h.p., electric motor center of frame; 24-cell exide battery; tubular frame; wheelbase, 61 inches; tread, 54 inches; weight, 1,560 pounds; seats 2 persons; price, with top, \$1,175.—Studebaker Bros. Co. of New York, New York.



BUFFALO 1904 TONNEAU.

Two electric motors, 5-h.p. each, mounted on rear axle; 40-cell pasted plate battery; wheelbase, 84 inches; standard tread; weight, 3,600 pounds; seats 4 persons; price, \$5,000.—Buffalo Electric Carriage Co., Buffalo, N. Y.

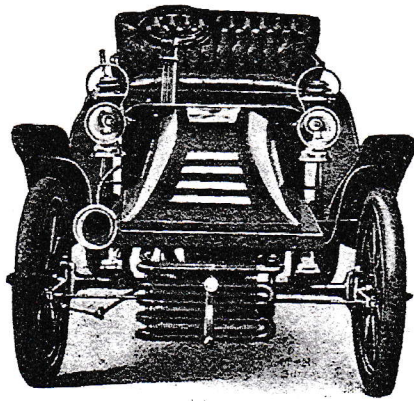


COLUMBIA SURREY.

Two electric motors on rear axle; exide battery, divided under seats; maximum speed, 13 miles an hour; 32-inch artillery wheels and  $3\frac{1}{2}$ -inch tires; seats 4 persons; price, \$1,500.—Electric Vehicle Co., Hartford, Conn.

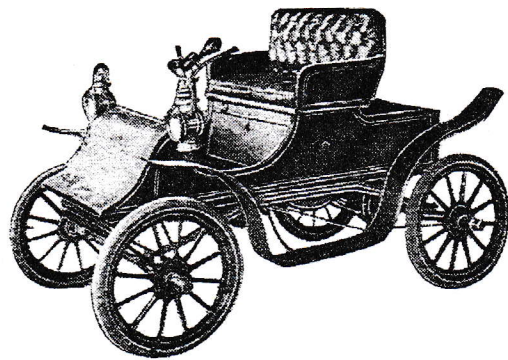
## Gasoline and Steam Carriages.

Remove Watermark Now



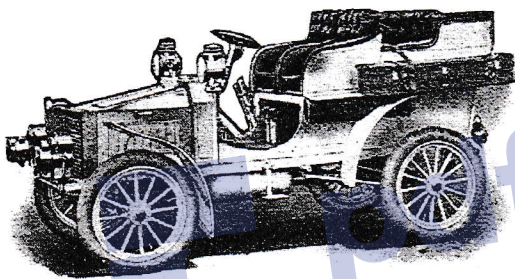
THE HOLLEY.

Single cylinder, 5-h.p., water cooled, vertical motor in front; planetary transmission gears; wheelbase, 58 inches; tread, 47 inches; gasoline capacity, 3½ gallons; water, 2 gallons; weight, 850 pounds; seats 2 persons; price, \$650.—Holley Motor Car Co., Bradford, Pa.



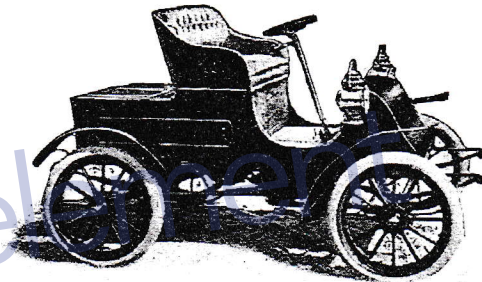
THE SANDUSKY.

Single cylinder, 7-h.p., water cooled, horizontal motor on center of frame; sliding-gear transmission; 2 speeds and reverse; angle-iron frame and Concord springs; artillery wheels; wheelbase, 72 inches; standard tread; gasoline capacity, 5 gallons; water, 4 gallons; weight, 1,000 pounds; seats 2 persons; price, \$650.—Sandusky Automobile Co., Sandusky, Ohio.



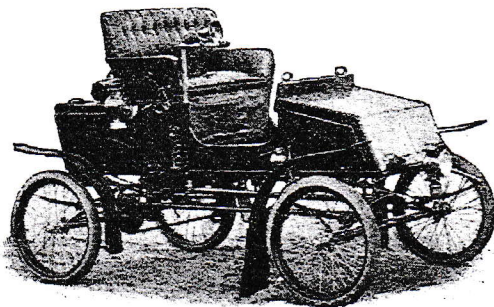
WHITE 1904 MODEL.

Double cylinder, 10-h.p., vertical compound steam engine in front; steam condensed; throttle control; steel frame; bevel-gear transmission; 30-inch artillery wheels and 4-inch tires; wheelbase, 80 inches; tread, 56 inches; gasoline capacity, 10 gallons; water, 15 gallons; weight, 1,650 pounds; seats 4 persons; price, \$2,500.—White Sewing Machine Co., Cleveland, Ohio.



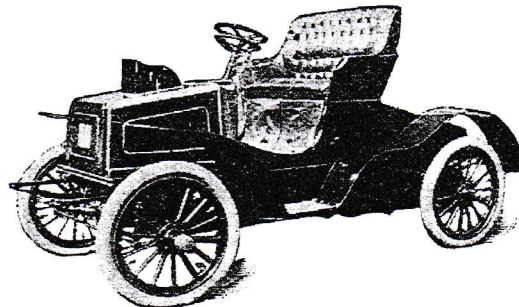
THE ELMORE RUNABOUT.

Double cylinder, 8-h.p., water cooled, vertical 2-cycle motor on center of frame; 3 speeds and reverse; angle-iron frame; artillery wheels; wheelbase, 68 inches; standard tread; gasoline capacity, 7 gallons; water, 3 gallons; weight, 1,400 pounds; seats 2 persons; price, \$800.—Elmore Mfg. Co., Clyde, Ohio.



LOCOMOBILE RUNABOUT.

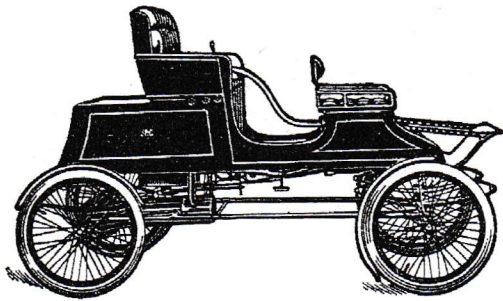
Double cylinder, compound steam engine under seat, armored-wood frame; wheelbase, 75 inches; tread, 54 inches; water capacity, 32 gallons; gasoline, 14 gallons; seats 2 persons; price, \$850.—The Locomobile Co. of America, Bridgeport, Conn.



THE GROUT TOURING CAR.

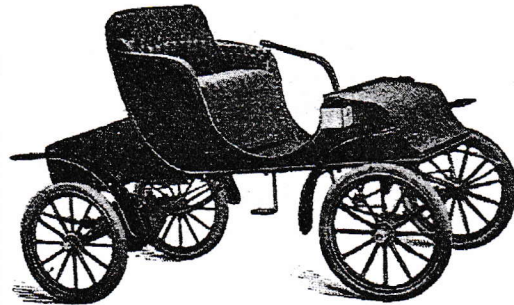
Double cylinder, 12-h.p., horizontal steam engine just forward of center of frame; boiler under bonnet; 30-inch artillery wheels; water capacity, 40 gallons; gasoline capacity, 15 gallons; wheelbase, 86 inches; tread, 56 inches; weight, 2,200 pounds; with tonneau, seats 5 persons; price, \$2,000.—Grout Bros., Orange, Mass.

## Steam and Electric Carriages.



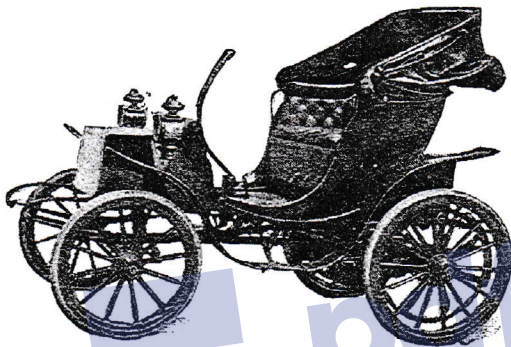
STANLEY RUNABOUT.

Double cylinder, compound horizontal steam engine, rear end on rear axle and front end, suspended from body of car; water capacity, 20 gallons; gasoline, 13 gallons; wheelbase, 78 inches; tread, 52 inches; weight, 720 pounds; seats 2 or 4 persons; price, \$670.—Stanley Motor Carriage Co., Newton, Mass.



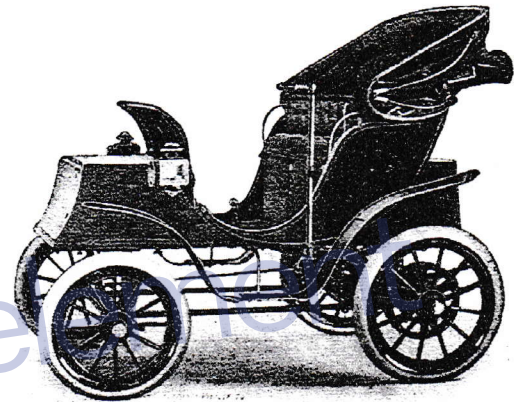
POPE-WAVERLEY CHELSEA.

Single, 3-h.p., electric motor on rear axle; 30-cell battery; herring-bone gears; 30-inch artillery wheels and 3-inch tires; wheelbase, 80 inches; tread, 54 inches; seats 2 persons; price, \$1,100. Stanhope sells for \$1,400.—Pope Motor Car Co., Indianapolis, Ind.



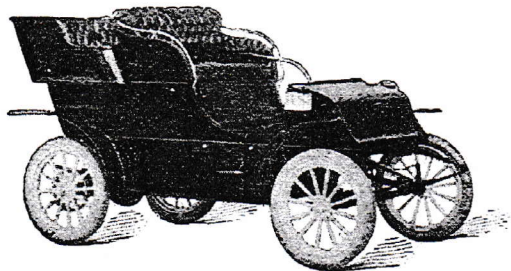
WOODS 1904 VICTORIA.

Two 2½-h.p. electric motors mounted on rear axle; 40-cell battery divided in body; 4 speeds; maximum, 18 miles an hour; wheelbase, 70 inches; standard tread; weight, 2,700 pounds; seats 2 persons; price, \$1,900. Broughams, coupés, landaus and landaulettes, from \$2,100 to \$3,500.—Woods Motor Vehicle Co., 110 East 20th street, Chicago, Ill.



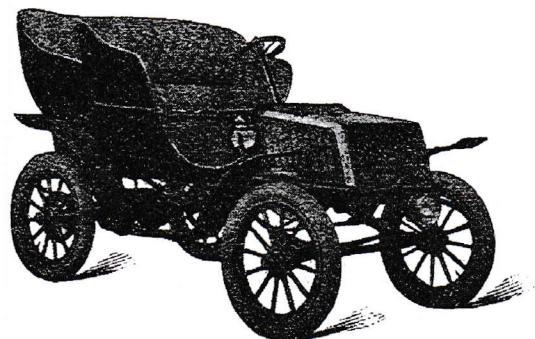
COLUMBIA VICTORIA.

Two electric motors on rear axle; battery divided in body; "herring-bone" gears; maximum speed, 13 miles an hour; 32-inch artillery wheels and 3½-inch tires; price, \$1,600.—Electric Vehicle Co., Hartford, Conn.



POPE-WAVERLEY TONNEAU.

Two 3-h.p. electric motors, with total overload capacity of 12-h.p. on rear axle; 40-cell battery under body; herring-bone transmission gears; speed, 5 to 15 miles an hour; armored-wood frame and full elliptic springs; 30-inch artillery wheels and 3½-inch tires; wheelbase, 84 inches; tread, 54 inches; seats 5 persons; price, \$1,800.—Pope Motor Car Co., Indianapolis, Ind.

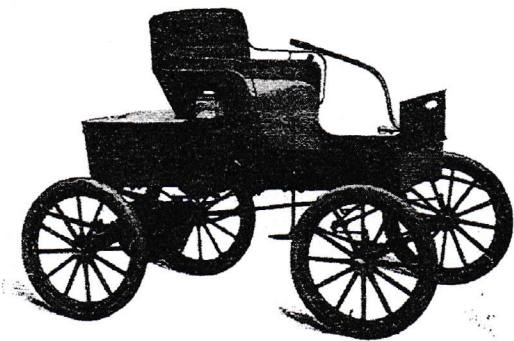


NATIONAL TONNEAU.

Single electric motor, 6-pole type, with 9-h.p. overload capacity mounted on rear axle; "herring-bone" gears; 4 speeds; 5 to 15 miles an hour; battery divided under hood and tonneau seat; armored-wood frame; price, \$2,000. Other models are runabout, \$950; special runabout, \$1,200; trap, \$1,250, and stanhope, \$1,500.—National Motor Vehicle Co., Indianapolis, Ind.

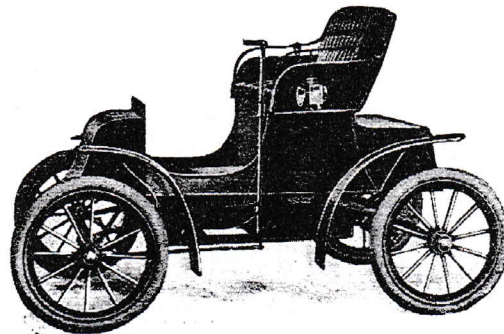
## Electric Carriages.

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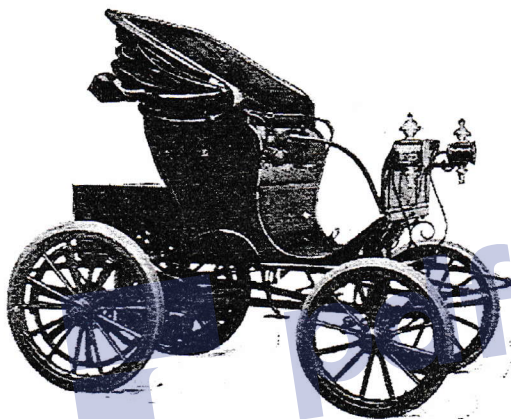
POPE-WAVERLEY ROAD WAGON.

Single, 3-h.p., electric motor on rear axle; 24-cell battery; herring-bone transmission; speed, 5 to 15 miles an hour; wheelbase, 61 inches; tread, 54 inches; seats 2 persons; price, \$850; with top, \$900; physician's model, price, \$850.—Pope Motor Car Co., Indianapolis, Ind.



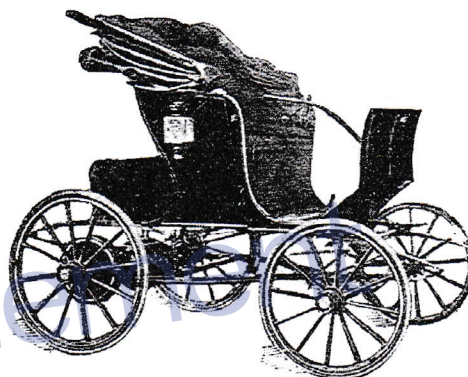
COLUMBIA RUNABOUT.

Electric motor and battery mounted amidships on frame; oxide battery; Concord springs; 30-inch artillery wheels and 3-inch tires; price, \$750. A new model runabout for 1904; will sell for \$800.—Electric Vehicle Co., Hartford, Conn.



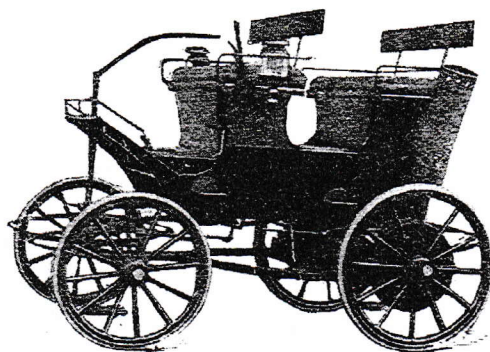
THE WOODS 1904 STANHOPE.

Two 2½-h.p. electric motors on rear axle and directly geared to road wheels; 40-cell battery in body; weight, 2,650 pounds; seats 2 persons; price, \$1,800. Single motor runabout, \$950.—Woods Motor Vehicle Co., 110 East 20th street, Chicago, Ill.



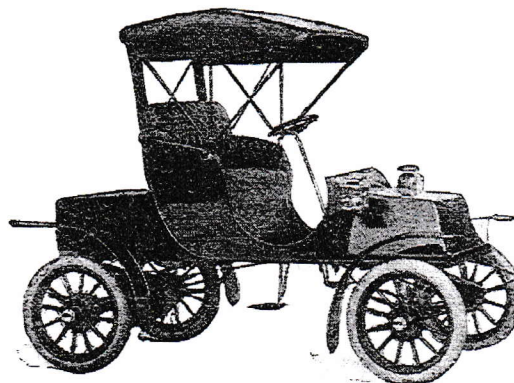
BUFFALO 1904 STANHOPE.

Single, 2½-h.p., electric motor on frame; pasted plate battery in body; wheelbase, 66 inches; standard tread; weight, 1,800 pounds; seats 2 persons; price, \$1,650.—Buffalo Electric Carriage Co., Buffalo, N. Y.



BUFFALO 1904 GOLF BRAKE.

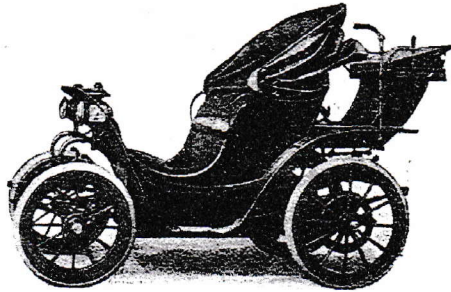
Two 2½-h.p. electric motors on frame in rear; pasted plate battery; wheelbase, 66 inches; standard tread; weight, 2,200 pounds; seats 6 persons; price, \$2,200.—Buffalo Electric Carriage Co., Buffalo, N. Y.



POPE-WAVERLEY EDISON BATTERY WAGON.

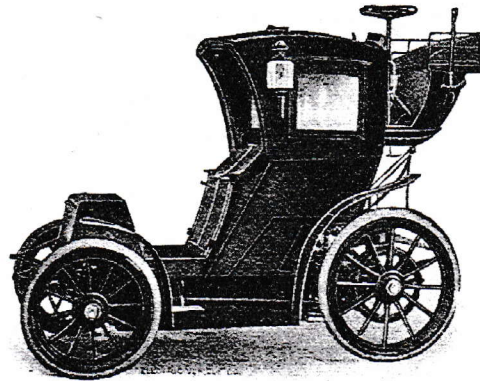
Single, 60-volt, ball-bearing motor on rear axle; 48-cell Edison battery; herring-bone transmission gears; wheelbase, 103 inches; tread, 54 inches; seats 2 persons; price, \$2,250.—Pope Motor Car Co., Indianapolis, Ind.

## Electric Carriages.



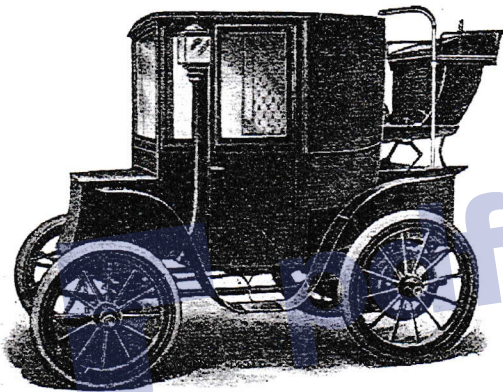
COLUMBIA VICTORIA PHAETON.

Two electric motors in rear; underslung battery; herring-bone gears; maximum speed 13 miles an hour; long wheelbase; artillery type wheels and solid tires; price, \$3,000.—Electric Vehicle Co., Hartford, Conn.



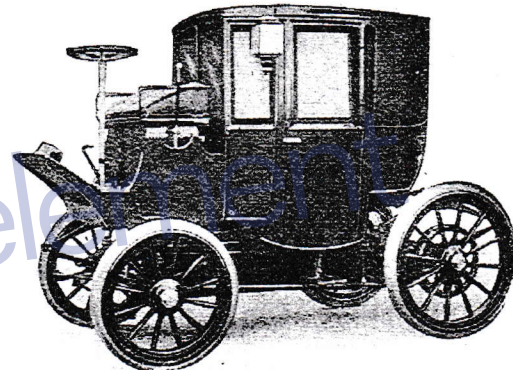
COLUMBIA HANSOM.

Two electric motors in rear; underslung battery; herring-bone gears; maximum speed 13 miles an hour; long wheelbase; artillery type wheels and solid tires; seats 3 persons; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.



COLUMBIA COUPE.

Two electric motors in rear; underslung battery; herring-bone gears; interior trimming dark green morocco; long wheelbase; equipped especially for ladies' use; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.



COLUMBIA BROUGHAM.

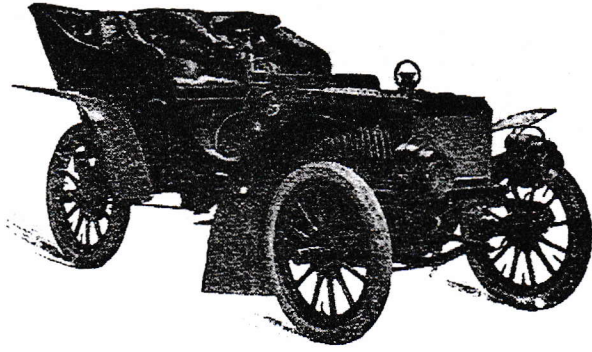
Two electric motors in rear; underslung battery; herring-bone gears; interior trimming dark green morocco; extension front pattern; long wheelbase; artillery type wheels and solid tires; seats 4 persons inside; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.

The eighty-eight cuts and descriptions of motor vehicles which we have gathered together in the preceding list will give our readers an accurate idea of what the markets provide and of what is the most practical machine for them to buy. That any industry can offer a catalogue of this size and variety, of a product which fifteen years ago was almost unheard of in this country, is a most remarkable record. If the motor vehicle industry continues to grow in the future as it has in the past few years, it will not be long before the prophecies of the automobile enthusiasts will be realized. The public is always cautious about trusting their safety to any new method of transportation. What we have tried to show to our readers is that the motor vehicle method of transportation is no longer in the experimental stage; that it has come to stay and has reached the point where conservative people are justified in making use of automobiles as a practical means of adding to the pleasure and ease of their existence.

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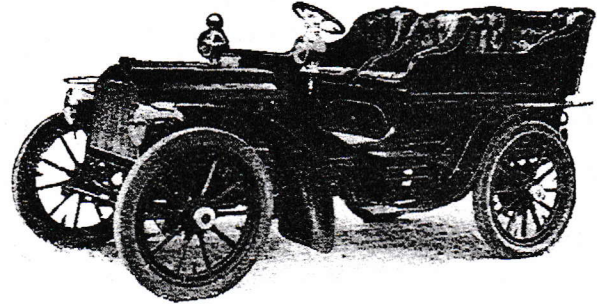
## Gasoline Carriages.

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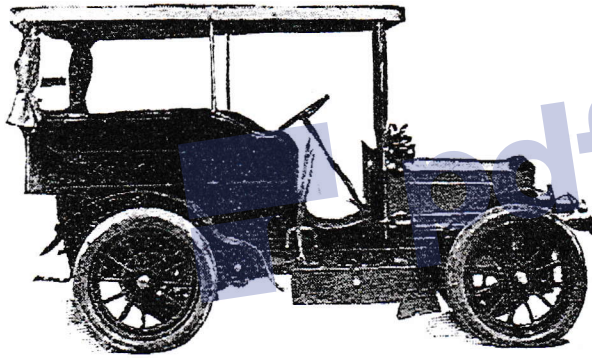
THE PIERCE ARROW.

Double cylinder, 15-h.p., water cooled, vertical engine in front; sliding speed gears; bevel-gear transmission; 3 speeds and reverse; tubular frame; 32-inch artillery wheels and 3½-inch tires; wheelbase, 81 inches; standard tread; gasoline capacity, 10 gallons; water, 5 gallons; weight, 1,700 pounds; seats 5 persons; price, \$2,500.—George N. Pierce Co., Buffalo, N. Y.



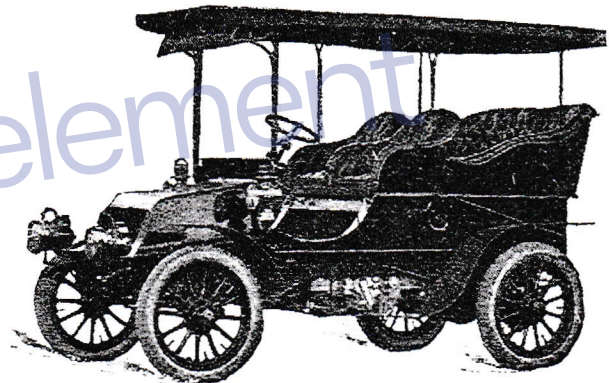
THE PACKARD, MODEL L.

Four cylinder, 20-h.p., water cooled, vertical motor in front; sliding speed gears, transmission direct or high gear; cellular radiator with fan; throttle control; steel frame, with Packard system of 3-point spring suspension; 34-inch artillery wheels and 4-inch tires; weight, 1,850 pounds; wheelbase, 94 inches; seats 5 persons; price, \$3,000.—Packard Motor Car Co., Detroit, Mich.



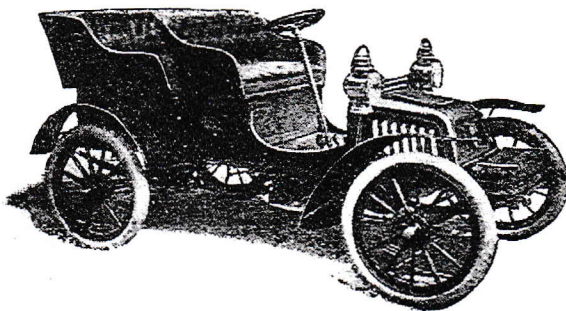
APPERSON TOURING CAR.

Four cylinder, 40-h.p., water cooled, vertical motor in front; cellular radiator; 4 speeds and reverse; steel frame; 34-inch artillery wheels; wheelbase, 96 inches; standard tread; gasoline capacity, 20 gallons; water, 5 gallons; weight, 2,800 pounds; seats 6 persons; complete, with top and electric lights, \$6,000. A 25-h.p. car, of similar construction, weighing 1,800 pounds, sells for \$3,500.—Apperson Bros. Automobile Co., Kokomo, Ind.

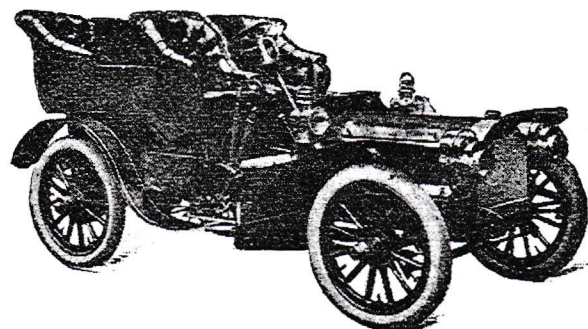


THE 1904 WINTON.

Double cylinder, 20-h.p., water cooled, horizontal engine mounted amidships; sliding-gear transmission; channel and angle-steel frame; 34-inch artillery wheels; wheelbase, 7 feet; tread, 56 inches; gasoline capacity, 12 gallons; water, 11 gallons; weight, 2,300 pounds; seats 5 persons; price, \$2,500.—The Winton Motor Carriage Co., Cleveland, Ohio.



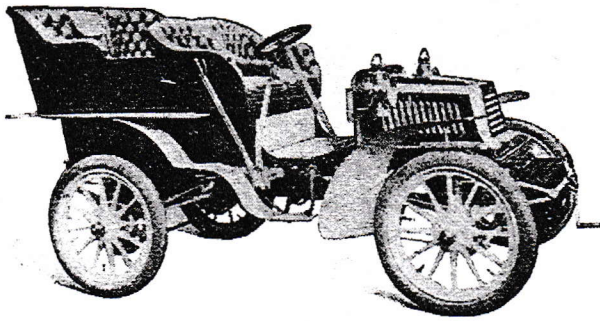
THE ELMORE TONNEAU.



PEERLESS 24-H.P. MODEL.

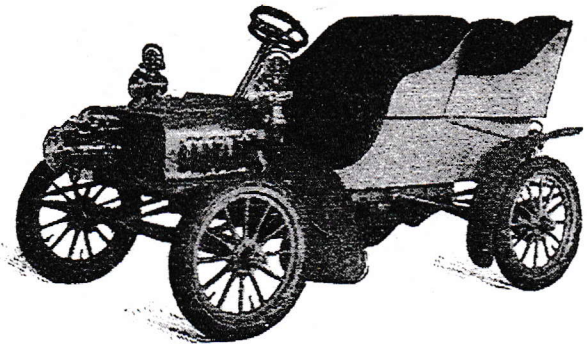
## Gasoline Carriages.

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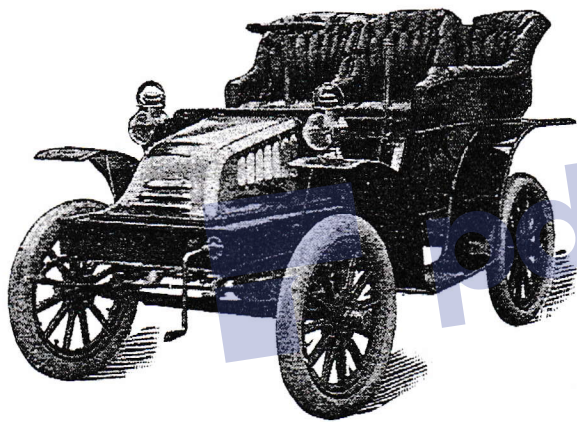
THE MODEL L RAMBLER.

Double cylinder, 14-h.p., water cooled, horizontal motor mounted amidships; 2 speeds and reverse; angle-steel frame; 30-inch artillery wheels and 3½-inch tires; wheelbase, 87 inches; standard tread; weight, 1,900 pounds; seats 5 persons; with canopy top price is \$1,350.—Thos. B. Jeffery & Co., Kenosha, Wis.



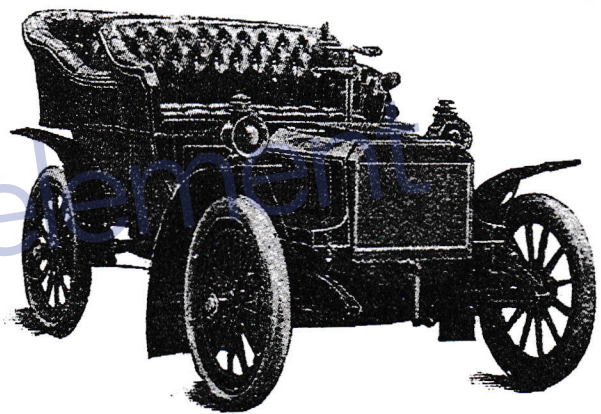
THE MODEL K RAMBLER.

Double cylinder, 14-h.p., water cooled, horizontal motor mounted amidships; angle-steel frame and full elliptic springs; 30-inch artillery wheels and 3½-inch tires; wheelbase, 87 inches; standard tread; weight, 1,500 pounds; seats 2 persons; price, \$1,100; price with tonneau, \$1,200.—Thos. B. Jeffery & Co., Kenosha, Wis.



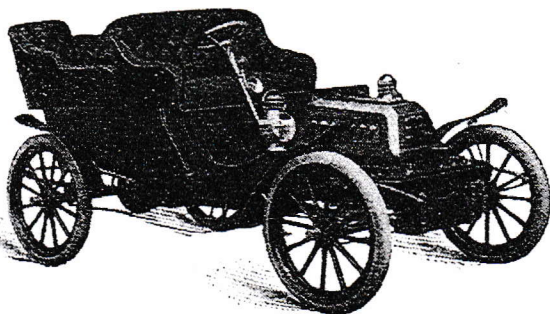
HAYNES-APPERSON 1904 TONNEAU.

Double cylinder, 17-h.p., water cooled, horizontal opposed motor in front; 3 speeds and reverse; angle-iron frame and artillery wheels; wheelbase, 80 inches; standard tread; gasoline capacity, 10 gallons; water, 10 gallons; weight, 2,300 pounds; seats 5 persons; price, \$2,500. Cut shows \$2,400 car; cellular radiator will be used.—The Haynes-Apperson Co., Kokomo, Ind.

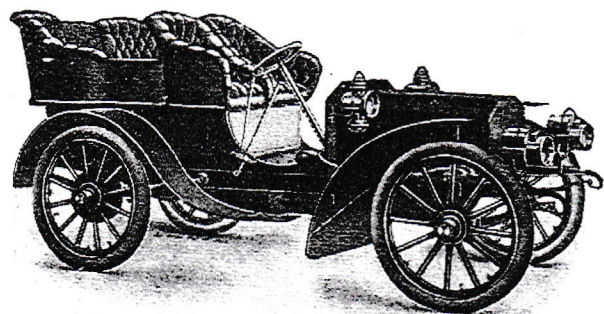


THE AUTOCAR.

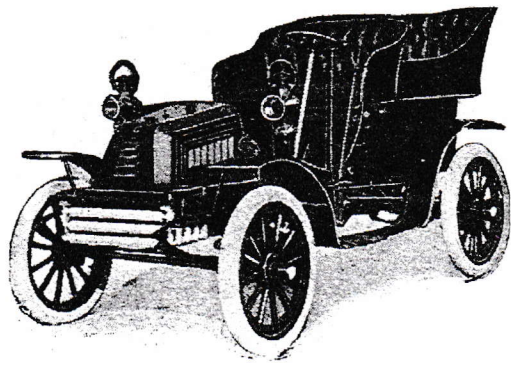
Double cylinder, water cooled, 11-h.p. horizontal opposed engine in front; 3 speeds forward and 1 reverse; steel and wood frame; 30-inch artillery wheels and 3-inch tires; wheelbase, 76 inches, and tread, 54 inches; gasoline capacity, 10 gallons; water, 3 gallons; weight, 1,675 pounds; seats 4 persons; price, \$1,700.—The Autocar Company, Ardmore, Pa.



THE PHELPS.

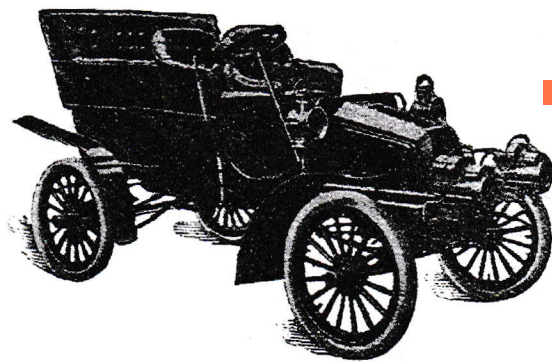


THE MATHESON.



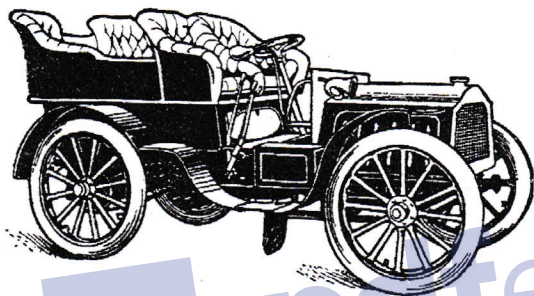
THE 1904 ST. LOUIS.

Single cylinder, 10-h.p., water cooled, horizontal engine mounted amidships; 2 speeds and reverse; angle-iron frame; 30-inch artillery wheels; 3½-inch tires; wheelbase, 82 inches; tread, 52 inches; gasoline capacity, 10 gallons; water, 6 gallons; weight, 1,650 pounds; seats 5; price, \$1,500; runabout, with 9-h.p. motor, sells for \$1,200.—St. Louis Motor Carriage Co., St. Louis, Mo.



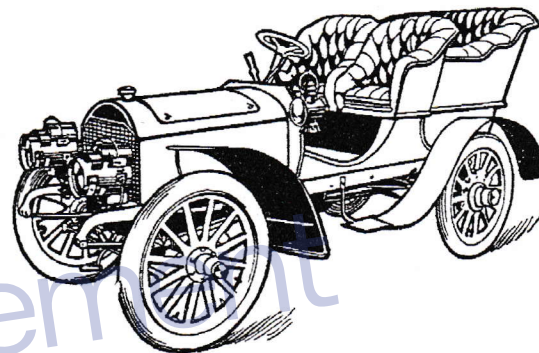
THE FREDONIA TONNEAU.

Single cylinder, 10-h.p., water cooled, horizontal motor mounted amidships; planetary transmission gears; 2 speeds and reverse; channel-steel frame and full elliptic springs; 30-inch artillery wheels; 3½-inch tires; wheelbase, 87 inches; tread, 56 inches; gasoline capacity, 9 gallons; water, 3½ gallons; weight, 1,650 pounds; seats 4 persons; price, \$1,250.—The Fredonia Mfg. Co., Youngstown, Ohio.



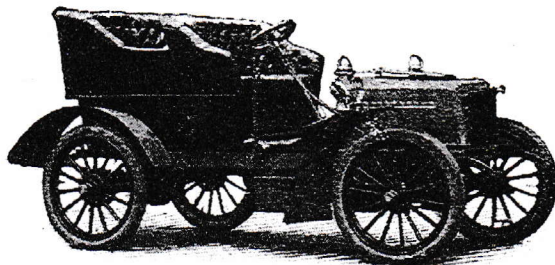
THE 1904 S. & M.

Four cylinder, 18-h.p., water cooled, vertical motor in front; honeycomb radiator and fan; 4 speeds and reverse; wood and angle-iron frame; artillery wheels; wheelbase, 90¾ inches; gasoline capacity, 25 gallons; water, 2 gallons; weight, 1,200 pounds; seats 5 persons; price, \$5,500.—Smith & Mabley, 513-519 7th avenue, New York.



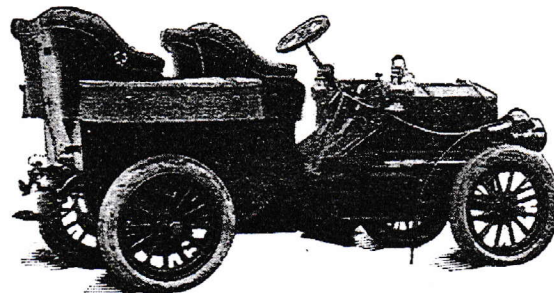
ROYAL 16-H.P. TOURIST.

Double cylinder, 16-h.p., water cooled, vertical motor in front; cellular radiator; sliding speed gears; 3 speeds and reverse; bevel-gear transmission; pressed-steel frame and 34-inch artillery wheels; wheelbase, 90 inches; standard tread; weight, 1,700 pounds; seats 5 persons; price, \$2,300.—Royal Motor Car Co., Lake and Marquette streets, Cleveland, Ohio.



THE FOUR-CYLINDER PREMIER.

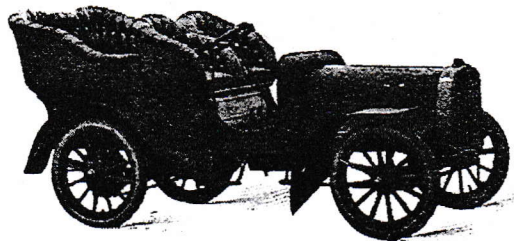
Four cylinder, 40-h.p., water cooled, vertical 4-cycle motor in front; sliding gears; 3 speeds and reverse; pressed-steel frame and semi-elliptic springs; 34-inch artillery wheels; 3-inch tires; wheelbase, 96 inches; tread, 54½ inches; gasoline capacity, 14 gallons; weight, 2,250 pounds; seats 6 persons; price, \$5,000. Double cylinder, 20-h.p., 2-cycle motor model sells for \$2,500.—Premier Motor Mfg. Co., Indianapolis, Ind.



THE ROBINSON.

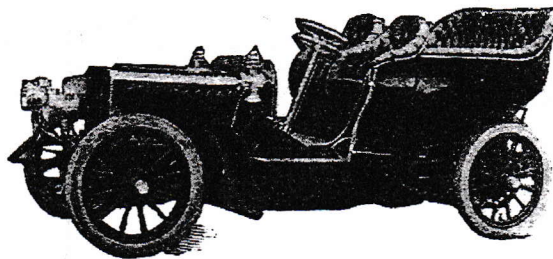
Four cylinder, 24-h.p., water cooled, vertical motor in front; cellular radiator; sliding-gear transmission; 3 speeds and reverse; channel-steel frame; 34-inch artillery wheels and 4½-inch tires; wheelbase, 96 inches; tread, 54 inches; gasoline capacity, 20 gallons; weight, 2,600 pounds; seats 5 persons; price, \$5,000.—Pope-Robinson Company, Hyde Park, Mass.

## Gasoline Carriages.



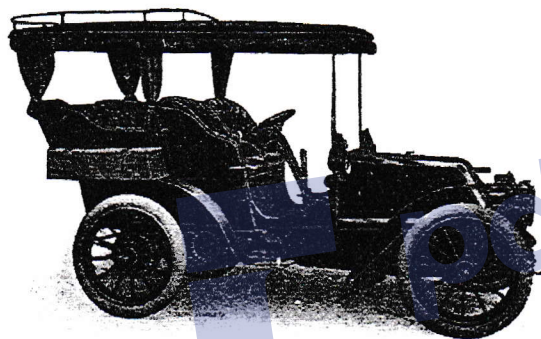
THE 1904 POPE-TOLEDO.

Four cylinder, 24-h.p., water cooled, vertical engine in front; spark and throttle control levers on steering wheel; sliding-speed gears, with direct connection on the high speed; 3 speeds and reverse; channel-steel frame; 32 and 34-inch artillery wheels, with 4-inch tires; wheelbase, 91 inches; tread, 54 inches; gasoline capacity, 14 gallons; weight, 2,350 pounds; seats 5 persons; price, \$3,500.—Pope Motor Car Co., Toledo, Ohio.



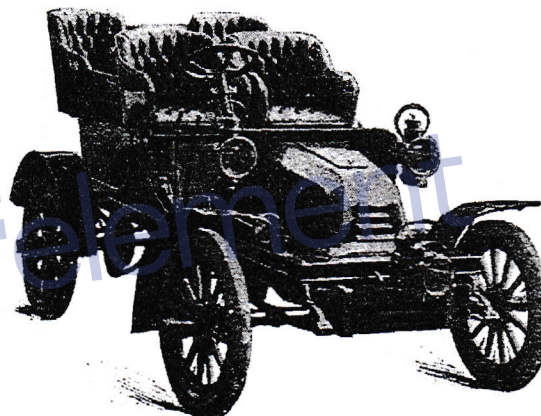
THE 1904 COMPOUND.

Three cylinder, 35-h.p., water cooled, vertical engine in front; 2 cylinders high pressure and 1 low pressure; sliding-gear transmission; 3 speeds and reverse; 36-inch artillery wheels and 5-inch tires; wheelbase, 112 inches; tread, 56½ inches; gasoline capacity, 30 gallons; water, 20 gallons; weight, 3,100 pounds; seats 7 persons; prices, \$6,000 and \$8,000.—The Eisenhuth Horseless Vehicle Co., Middletown, Conn.



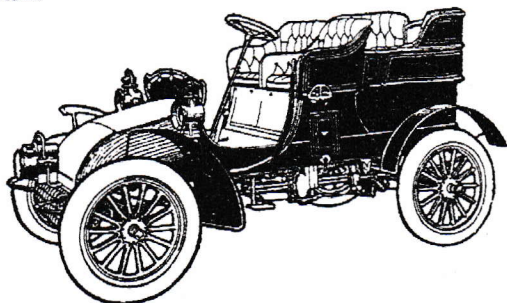
THE COLUMBIA TOURING CAR.

Four cylinder, 24-h.p., water cooled, vertical engine in front; sliding-gear transmission, with direct connection on the high speed; 4 speeds and reverse; false frame supporting engine mechanism; weight, 3,000 pounds; gasoline capacity, 12 gallons; seats 6; price, \$4,500 and \$5,000. A double cylinder, 12-h.p. car to sell for \$1,800, will also be built.—Electric Vehicle Co., Hartford, Conn.



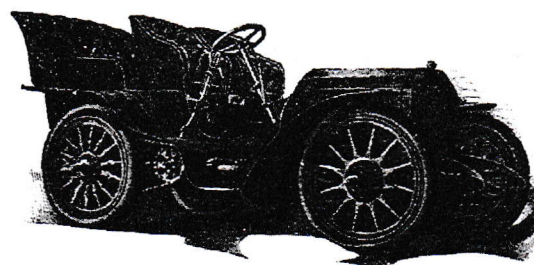
THE "SANTOS-DUMONT."

Double cylinder, 14-h.p., water cooled, horizontal opposed engine mounted on frame under front seats; channel-steel frame; 30-inch artillery wheels and 3½-inch tires; wheelbase, 82 inches; standard tread; weight, 1,850 pounds; seats 4 or 5 persons; price, \$1,500.—The Columbus Motor Vehicle Co., Columbus, Ohio.



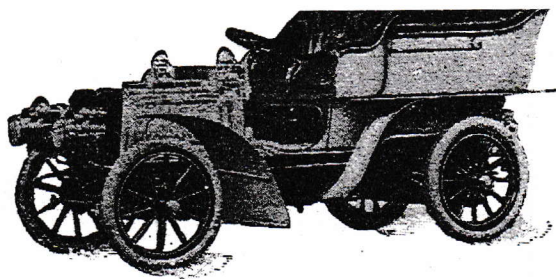
THE YALE.

Double cylinder, 16-h.p., water cooled, horizontal opposed motor mounted amidships; 2 speeds and reverse; artillery wheels and 4-inch tires; wheelbase, 88 inches; tread, 54 inches; gasoline capacity, 10 gallons; water, 6 gallons; weight, 1,800



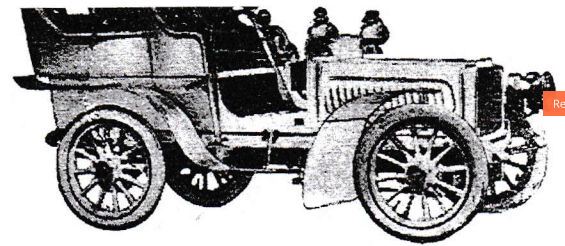
THE 1904 DAIMLER.

Four cylinder, 20-h.p., water cooled, vertical engine in front; 4 speeds and reverse; channel-steel frame; artillery wheels; 4-inch tires; wheelbase, 96 inches; tread, 54 inches; gasoline capacity, 15 gallons; wa-



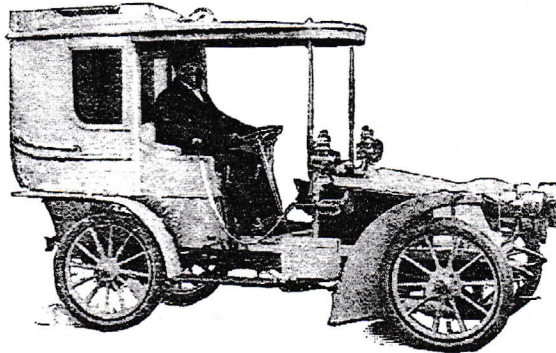
THE 1904 PANHARD.

Four cylinder, 15, 18 or 24-h.p., water cooled, vertical engine in front; sliding-gear transmission; 4 speeds and reverse; steel and wood frame; artillery wheels; gasoline capacity, 25 to 35 gallons; seat 4 to 6 persons; price of chassis without body, \$5,500, \$7,250 and \$8,850.—Panhard-Levassor, Paris, France. American branch, 230-232 West 13th street, New York.



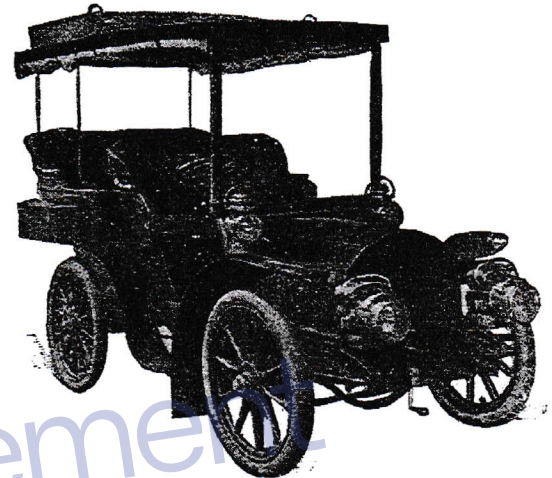
THE DECAUVILLE.

Four cylinder, 16-h.p., water cooled, vertical motor in front; cellular radiator; sliding-gear transmission, 3 speeds and reverse; pressed-steel frame; artillery wheels; wheelbase, 84 inches; tread, 54 inches; weight, 1,800 pounds; seats 5 persons; price, \$6,000.—Standard Automobile Co. of New York, 39th St., New York, U. S. agent.



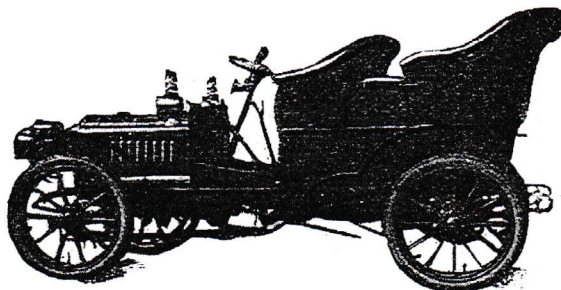
THE RENAULT.

Four cylinder, 16-h.p., water cooled, vertical engine in front; sliding speed gears; with direct connection on the high speed; 3 speeds and reverse; tubular and steel frame; artillery wheels; wheelbase, 98 inches; tread, 4 feet; gasoline capacity, 15 gallons; water, 5 gallons; weight, 1,900 pounds; seats 5 persons; price, \$6,000.—Société Franco-Américaine d'Automobiles, 12 East 27th street, New York, U. S. agent.



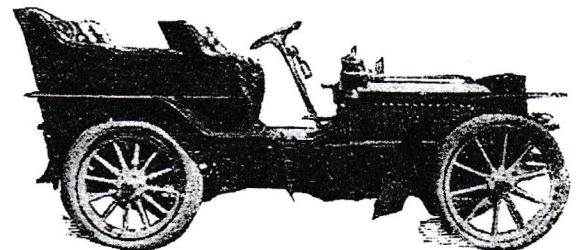
FOUR CYLINDER 1904 DARRACQ.

Four cylinder, 24-h.p., water cooled, vertical motor in front; hand and automatic throttle control; cellular radiator, with fan; sliding speed gears; bevel-gear transmission; 3 speeds and reverse; channel-steel frame and artillery wheels; wheelbase, 86 inches; tread, 54 inches; weight, 2,800 pounds; seats 4 to 6 persons; price, \$6,500; with top, \$7,000.—American Darracq Automobile Co., 652-664 Hudson street, New York, U. S. agent.



MORS 18-H.P. MODEL.

Four cylinder, 18-h.p., water cooled, vertical engine in front; throttle control; cellular radiator, with fan; 4 speeds and reverse; pressed-steel frame; artillery wheels; gasoline capacity, 20 gallons; water, 5 gallons; wheelbase, 101 inches; tread, 55 inches; seats 4 to 6 persons; price, \$8,000; the 11-h.p. model sells for \$5,000.—The Central Automobile Co., 1684 Broadway, New York, U. S. agent.

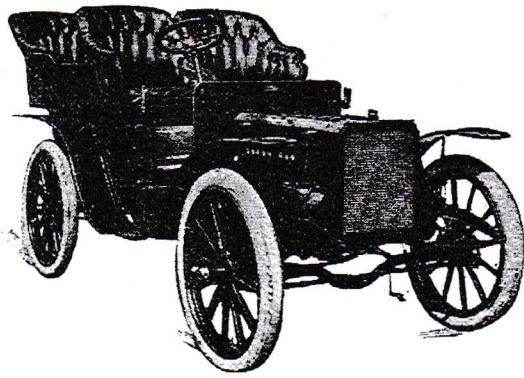


THE DE DIETRICH.

Four cylinder, 30-h.p., water cooled, vertical motor in front; 4 speeds and reverse; armored-wood frame; artillery wheels; wheelbase, 93½ inches; gasoline capacity, 22 gallons; water, 8 gallons; weight, 2,400 pounds; seats 5 persons; price, \$9,700.—Automobile Exchange & Storage Co., 133-139 West 38th street, New York, U. S. agent.

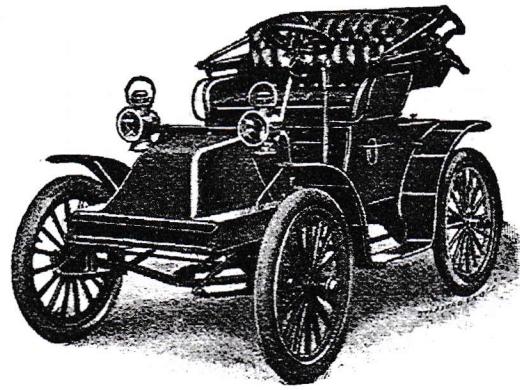
## Gasoline Carriages.

Remove Watermark Now



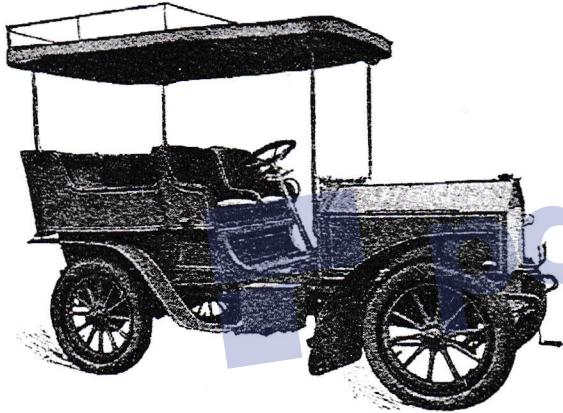
THE CLEMENT.

Four cylinder, 18-h.p., water cooled, vertical engine in front; 4 speeds and reverse; stamped-steel frame; artillery wheels; gasoline capacity, 12 gallons; water, 3 gallons; weight, 1,800 pounds; seats 5 persons; price, \$5,000.—Société Franco-Américaine d'Automobiles, 12 East 27th street, New York, U. S. agent.



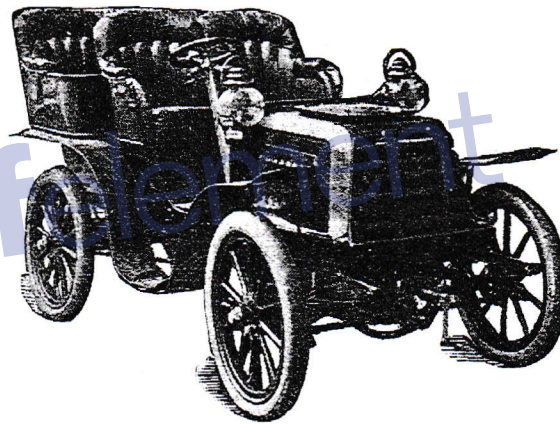
HAYNES-APPERSON LIGHT CAR.

Double cylinder, 11-h.p., water cooled, horizontal opposed motor in rear; 3 speeds and reverse; angle-iron frame; artillery wheels; wheelbase, 75 inches; standard tread; gasoline capacity, 6 gallons; seats 2 persons; price, with top, \$1,550.—The Haynes-Apperson Co., Kokomo, Ind.



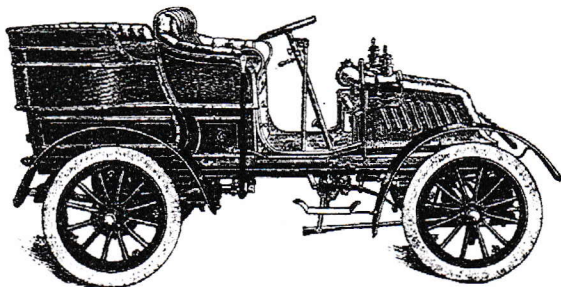
THE 1904 CUDELL.

Four cylinder, 16-h.p., air cooled, vertical motor in front; sliding speed gears; 4 speeds and reverse; bevel-gear drive; steel and wood frame; artillery wheels; gasoline capacity, 20 gallons; wheelbase, 74½ inches; tread, 54 inches; seats 5 persons; price, \$4,500. Cut shows 22-h.p. car, with water-cooled engine.—Clodio & Widmayer, 10 West 33d street, New York, U. S. agent.



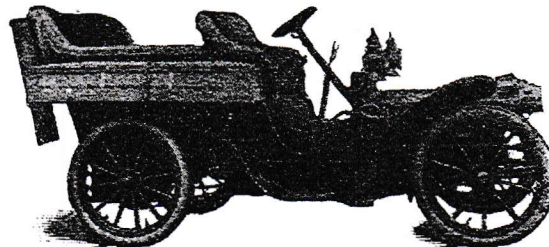
TWO CYLINDER 1904 DARRACQ

Double cylinder, 12-h.p., water cooled, vertical motor in front; 3 speeds and reverse; steel and wood frame; semi-elliptic springs; artillery wheels; wheelbase, 77 inches; tread, 50½ inches; gasoline capacity, 5 gallons; water, 5 gallons; weight, 2,000 pounds; seats 4 or 5 persons; price, \$3,500.—American Darracq Automobile Co., 652-664 Hudson street, New York, U. S. agent.



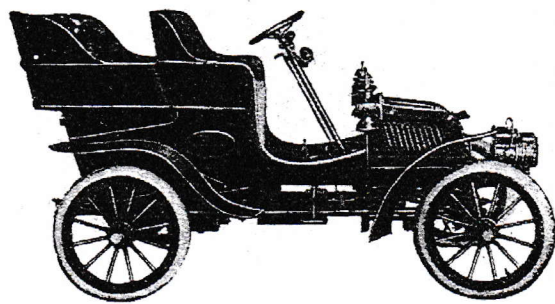
DE DION-BOUTON TONNEAU.

One, two or four cylinder, water cooled, vertical engine, of from 3½ to 25-h.p. in front; 2 or 3 speeds; tubular frame; wire or artillery wheels; wheelbase, 6 to 7 feet; tread, 52 inches; gasoline capacity, 6 to 15



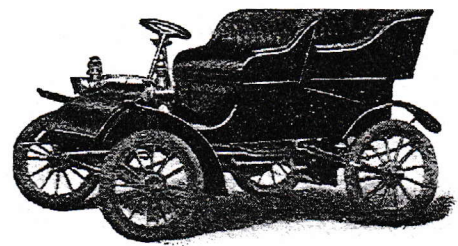
THE ROCHET-SCHNEIDER.

Four cylinder, 20-h.p., water cooled, vertical motor in front; 4 speeds and reverse; wheelbase, 94 inches; tread, 54 inches; gasoline capacity, 21 gallons; water, 3 gallons; weight, 2,500 pounds; seats 5 or 7



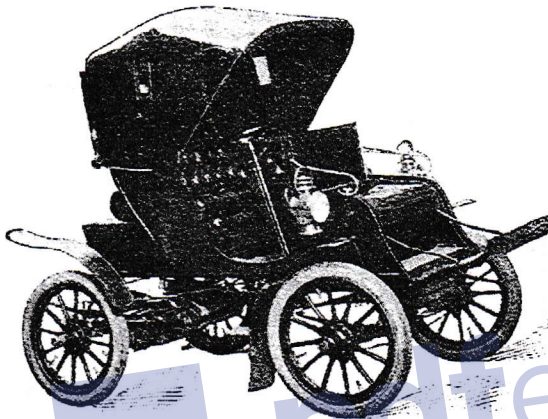
THE CREST-MOBILE.

Single cylinder, 7-h.p., air cooled, vertical motor in front; 2 forward speeds and 1 reverse; sliding-gear transmission; tubular frame; steel artillery wheels, with 2½-inch tires; wheelbase, 74 inches; tread, 54; gasoline capacity, 5 gallons; weight, 930 pounds; seats 4 persons; price, \$850.—The Crest Mfg. Co., Cambridge, Mass.



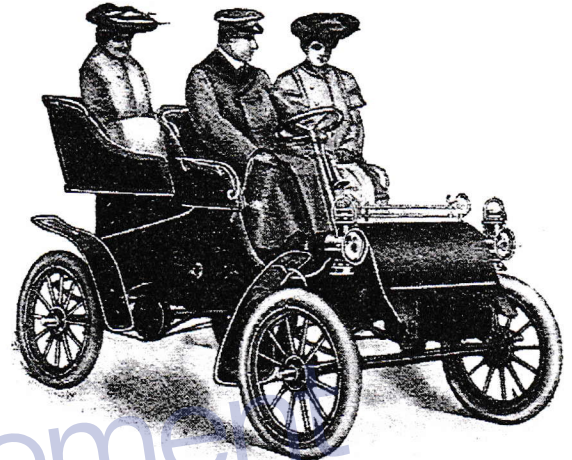
ELMORE CONVERTIBLE RUNABOUT.

Single cylinder, 6½-h.p., water cooled, horizontal, 2-cycle motor on center of frame, 2 speeds and reverse; wheelbase, 68 inches; standard tread; gasoline capacity, 7 gallons; water, 3 gallons; weight, 1,050 pounds; seats 2 or 4 persons; price, \$650.—Elmore Mfg. Co., Clyde, Ohio.



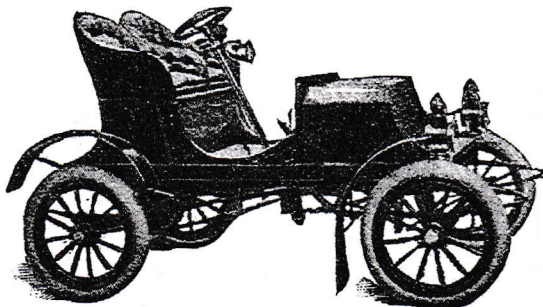
PIERCE STANHOPE.

Single cylinder, water cooled, 8-h.p., vertical motor on rear axle; 2 forward speeds; tubular frame and full elliptic springs; 28-inch wood wheels and 3-inch tires; wheelbase, 70 inches, and standard tread; gasoline capacity, 5 gallons; water, 6 gallons; weight, about 1,200 pounds; seats 2; price, \$1,200.—George N. Pierce Co., Buffalo, N. Y.



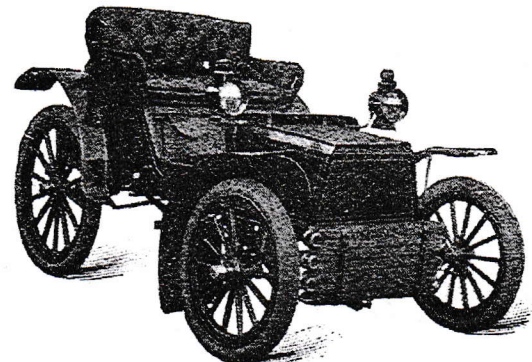
THE FORD.

Double cylinder, 8-h.p., water cooled, horizontal opposed engine mounted amidships; 3 speeds and reverse; wheelbase, 72 inches; standard tread; gasoline capacity, 5½ gallons; water, 1½ gallons; weight, 1,240 pounds; seats 2 persons; price, \$750. Price, with tonneau, \$850.—Ford Motor Co., Detroit, Mich.



THE FRANKLIN.

Four cylinder, 10-h.p., air cooled, vertical engine in front; no fan; 2 speeds and reverse; steel frame and 28-inch artillery wheels; wheelbase, 72 inches; tread, 54 inches; gasoline capacity, 7 gallons; weight, 1,100 pounds; seats 2 persons; price, \$1,300.—H. H. Franklin Mfg. Co., Syracuse, N. Y.

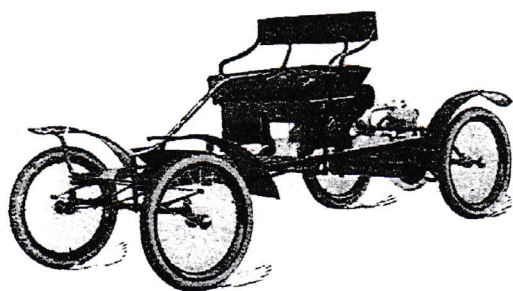


DURYEA STRAIGHT-LINE PHAETON.

Three cylinder, 12-h.p., water cooled, inclined motor under seat; wood and iron frame; artillery wheels and 3-inch tires; wheelbase, 72 inches; standard tread; gasoline capacity, 8 gallons; water, 8 gallons; weight, 950 pounds; price, \$1,350.—Duryea Power Co., Reading, Pa.

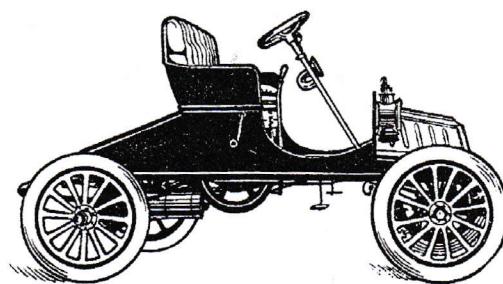
## Gasoline Carriages.

Remove Watermark Now



THE 1904 ORIENT BUCKBOARD.

Single cylinder, air cooled, 4-h.p., vertical motor mounted on rear axle; 2 speeds; buckboard frame, with 2 full elliptic springs in front; 26-inch wire wheels and 2½-inch single tube tires; gasoline capacity, 100 miles; weight, about 500 pounds; seats 2 persons; price, \$425.—Waltham Mfg. Co., Waltham, Mass.



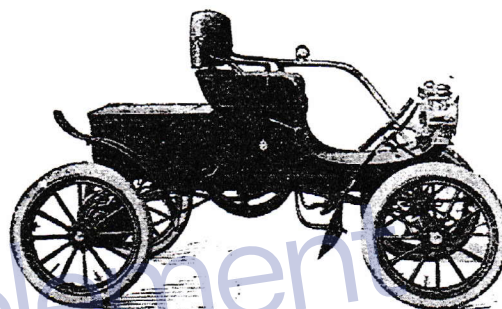
THE 1904 AUBURN.

Single cylinder, 10-h.p., water cooled, horizontal motor amidships; planetary transmission gears; 2 speeds and reverse; angle-steel frame and half-elliptic springs; artillery wheels; body has detachable tonneau; wheelbase, 78 inches; standard tread; gasoline capacity, 9 gallons; weight, 1,500 pounds; seats 2 or 4 persons; price, \$1,000.—Auburn Automobile Co., Auburn, Ind.



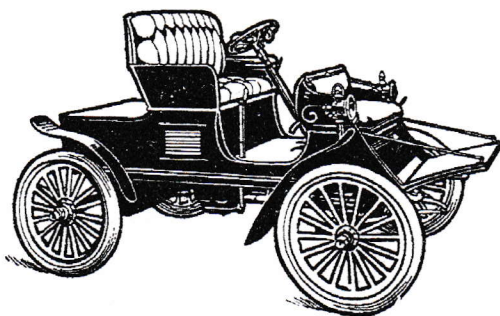
THE NORTHERN.

Single cylinder, 6-h.p., water cooled, horizontal motor on center of frame; 2 speeds and reverse; tubular frame and Concord springs; 28-inch artillery wheels; wheelbase, 70 inches; standard tread; gasoline capacity, 8 gallons; water, 4 gallons; weight, 950 pounds; seats 2 persons; price, \$750.—Northern Mfg. Co., Detroit, Mich.



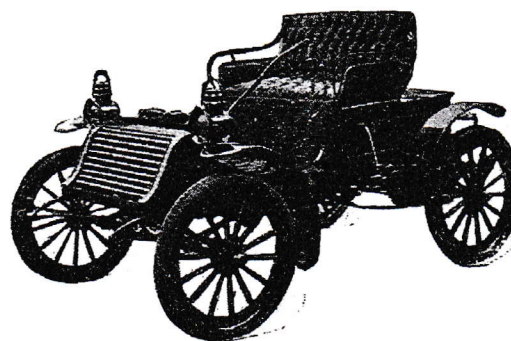
THE OLDSMOBILE.

Single cylinder, 4-h.p., water cooled, horizontal motor on center of frame; sliding speed gears; 3 speeds and reverse; Concord springs; 28-inch artillery wheels and 2½-inch tires; wheelbase, 72 inches; standard tread; gasoline capacity, 4 gallons; water, 2 gallons; weight, 850 pounds; seats 2 persons; price, \$650.—Olds Motor Works, Detroit, Mich.



THE 1904 NIAGARA.

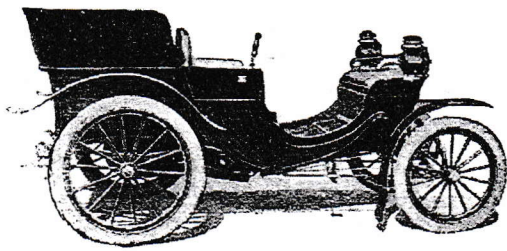
Single cylinder, 5-h.p., water cooled, vertical motor in rear; sliding speed gears on axle; 2 speeds and reverse; steel and wood frame; full elliptic springs in rear, semi-elliptic in front; 30-inch artillery wheels, with 3-inch tires; wheelbase, 70 inches; standard tread; gasoline capacity, 5 gallons; weight, 1,100 pounds; seats 2 or 4 persons; price, \$850.—Wilson Automobile Mfg. Co., Wilson, Niagara Co., N. Y.



THE 1904 ELDREDGE RUNABOUT.

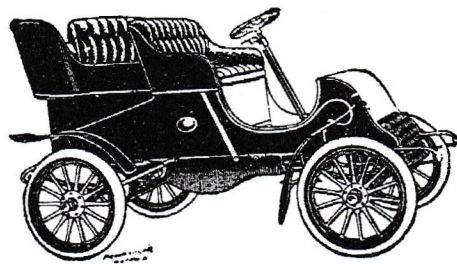
Double cylinder, 8-h.p., water cooled, horizontal opposed motor on center of frame; 3 speeds and reverse; armored-wood frame and platform springs; 30-inch artillery wheels and 3-inch tires; wheelbase, 66 inches; tread, 56½ inches; gasoline capacity, 6 gallons; water, 6 gallons; weight, 1,150 pounds; seats 2 persons; price, \$750.—National Sewing Machine Co., Belvidere, Ill.

## Gasoline Carriages.



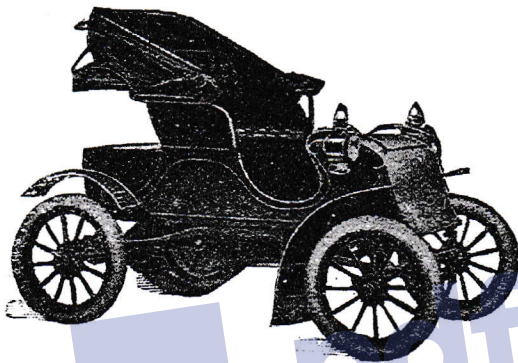
THE DURYEA TONNEAU.

Three cylinder, 12-h.p., water cooled, inclined motor under center of body; planetary-speed gears; 2 speeds and reverse; armored-wood frame; artillery wheels; 3½-inch tires; wheelbase, 92 inches; standard tread, gasoline capacity, 10 gallons; water, 15 gallons; weight, 1,350 pounds; seats 5 or 7 persons; price, \$1,750.—Duryea Power Co., Reading, Pa.



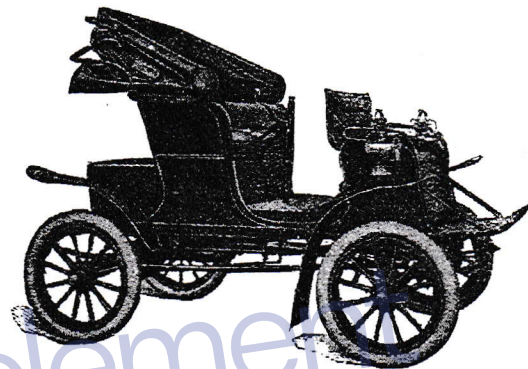
THE CADILLAC.

Single cylinder, 6-h.p., water cooled, horizontal motor mounted amidships; planetary gears; 2 speeds and reverse; angle-steel frame; semi-elliptic springs; 28-inch artillery wheels and 3-inch tires; seats 2 persons; price, \$750; with tonneau, \$850.—Cadillac Automobile Co., Detroit, Mich.



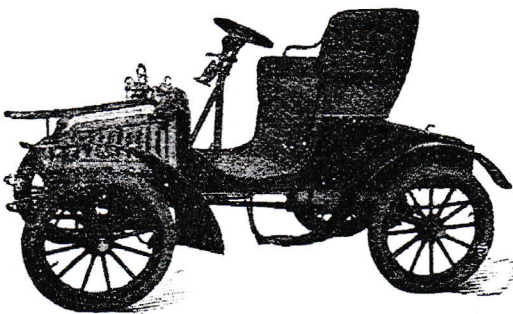
THE 1904 KNOX.

Single cylinder, 8-h.p., horizontal, air-cooled motor on center of frame; planetary transmission gears; 2 speeds and reverse; angle-iron frame and side springs; 30-inch artillery wheels; 3½-inch tires; wheelbase, 78 inches; tread, 54 inches; gasoline capacity, 10 gallons; weight, 1,850 pounds; price, \$1,350. Double cylinder, 16-h.p. car, \$2,000.—Knox Automobile Co., Springfield, Mass.



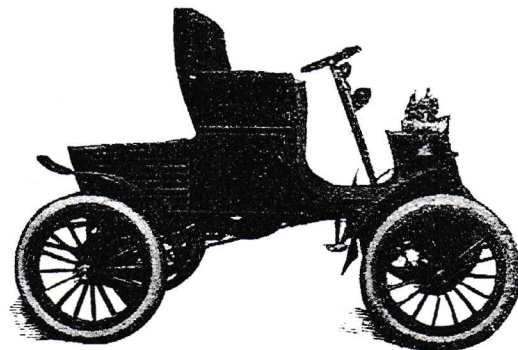
THE STEVENS-DURYEA.

Double cylinder, 7-h.p., water cooled, horizontal motor under seat; 3 speeds and reverse; tubular frame and full elliptic springs; 28-inch artillery wheels and 3-inch tires; wheelbase, 69 inches; tread, 54 inches; gasoline capacity, 6 gallons; water, 5 gallons; weight, 1,300 pounds; seats 2 or 4 persons; price, \$1,300.—J. Stevens Arms and Tool Co., Chicopee Falls, Mass.



THE 1904 COVERT.

Single cylinder, 6-h.p., water cooled, vertical motor in front; sliding speed gears; 2 speeds and reverse; bevel-gear transmission; angle-iron frame; artillery wheels; wheelbase, 68 inches; tread, 54 inches; gasoline capacity, 5 gallons; water, 4 gallons; weight, 750 pounds; seats 2 persons; price, \$750.—B. V. Covert & Co., Lockport, N. Y.

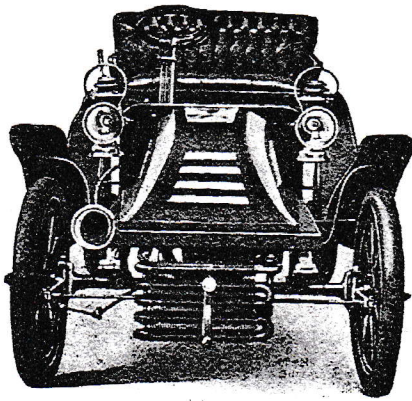


THE FREDONIA RUNABOUT.

Single cylinder, 9-h.p., water cooled, horizontal motor on center of frame; planetary gears; channel-steel frame; full elliptic springs; 30-inch artillery wheels; 3-inch tires; gasoline capacity, 8 gallons; water, 3½ gallons; wheelbase, 84 inches; standard tread; weight, 1,300 pounds; seats 2 persons; price, \$1,000.—The Fredonia Mfg. Co., Youngstown, Ohio.

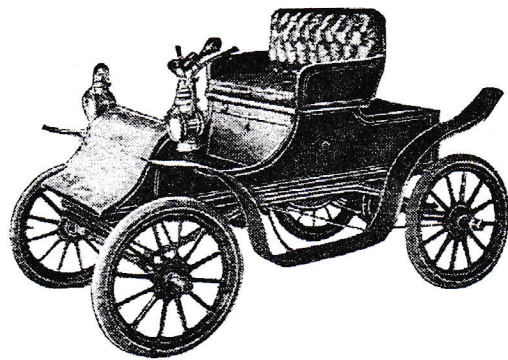
## Gasoline and Steam Carriages.

Remove Watermark Now



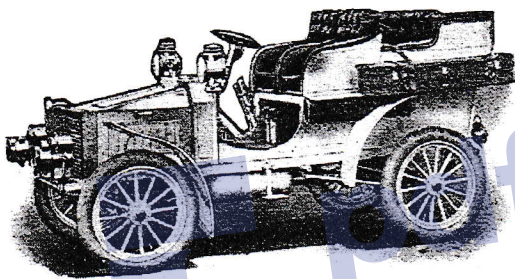
THE HOLLEY.

Single cylinder, 5-h.p., water cooled, vertical motor in front; planetary transmission gears; wheelbase, 58 inches; tread, 47 inches; gasoline capacity, 3½ gallons; water, 2 gallons; weight, 850 pounds; seats 2 persons; price, \$650.—Holley Motor Car Co., Bradford, Pa.



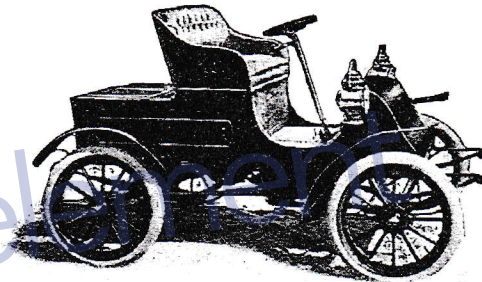
THE SANDUSKY.

Single cylinder, 7-h.p., water cooled, horizontal motor on center of frame; sliding-gear transmission; 2 speeds and reverse; angle-iron frame and Concord springs; artillery wheels; wheelbase, 72 inches; standard tread; gasoline capacity, 5 gallons; water, 4 gallons; weight, 1,000 pounds; seats 2 persons; price, \$650.—Sandusky Automobile Co., Sandusky, Ohio.



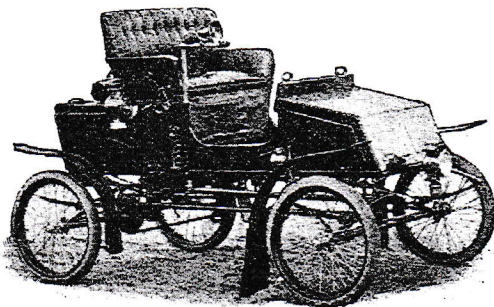
WHITE 1904 MODEL.

Double cylinder, 10-h.p., vertical compound steam engine in front; steam condensed; throttle control; steel frame; bevel-gear transmission; 30-inch artillery wheels and 4-inch tires; wheelbase, 80 inches; tread, 56 inches; gasoline capacity, 10 gallons; water, 15 gallons; weight, 1,650 pounds; seats 4 persons; price, \$2,500.—White Sewing Machine Co., Cleveland, Ohio.



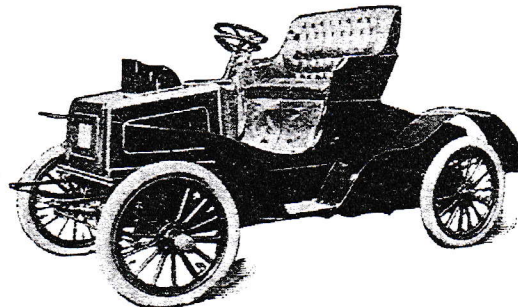
THE ELMORE RUNABOUT.

Double cylinder, 8-h.p., water cooled, vertical 2-cycle motor on center of frame; 3 speeds and reverse; angle-iron frame; artillery wheels; wheelbase, 68 inches; standard tread; gasoline capacity, 7 gallons; water, 3 gallons; weight, 1,400 pounds; seats 2 persons; price, \$800.—Elmore Mfg. Co., Clyde, Ohio.



LOCOMOBILE RUNABOUT.

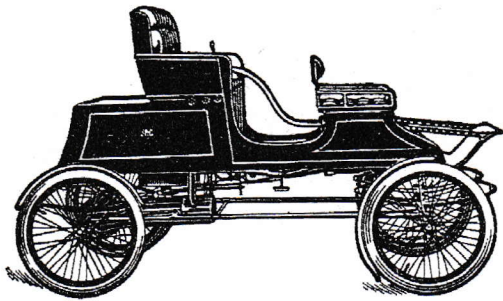
Double cylinder, compound steam engine under seat, armored-wood frame; wheelbase, 75 inches; tread, 54 inches; water capacity, 32 gallons; gasoline, 14 gallons; seats 2 persons; price, \$850.—The Locomobile Co. of America, Bridgeport, Conn.



THE GROUT TOURING CAR.

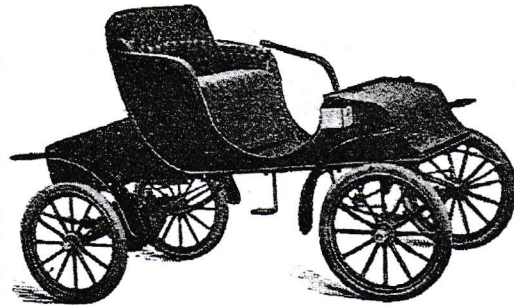
Double cylinder, 12-h.p., horizontal steam engine just forward of center of frame; boiler under bonnet; 30-inch artillery wheels; water capacity, 40 gallons; gasoline capacity, 15 gallons; wheelbase, 86 inches; tread, 56 inches; weight, 2,200 pounds; with tonneau, seats 5 persons; price, \$2,000.—Grout Bros., Orange, Mass.

## Steam and Electric Carriages.



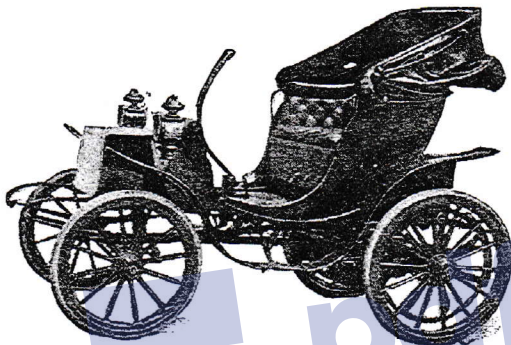
STANLEY RUNABOUT.

Double cylinder, compound horizontal steam engine, rear end on rear axle and front end, suspended from body of car; water capacity, 20 gallons; gasoline, 13 gallons; wheelbase, 78 inches; tread, 52 inches; weight, 720 pounds; seats 2 or 4 persons; price, \$670.—Stanley Motor Carriage Co., Newton, Mass.



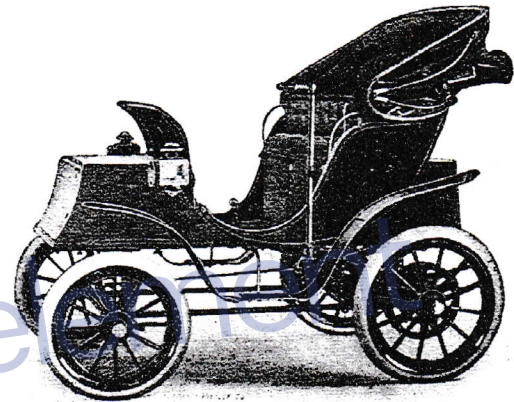
POPE-WAVERLEY CHELSEA.

Single, 3-h.p., electric motor on rear axle; 30-cell battery; herring-bone gears; 30-inch artillery wheels and 3-inch tires; wheelbase, 80 inches; tread, 54 inches; seats 2 persons; price, \$1,100. Stanhope sells for \$1,400.—Pope Motor Car Co., Indianapolis, Ind.



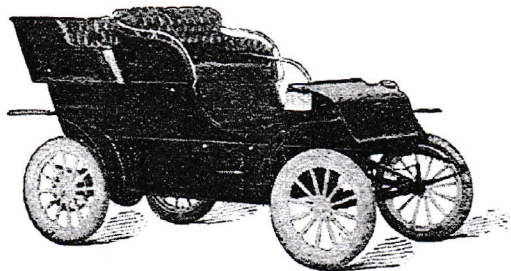
WOODS 1904 VICTORIA.

Two 2½-h.p. electric motors mounted on rear axle; 40-cell battery divided in body; 4 speeds; maximum, 18 miles an hour; wheelbase, 70 inches; standard tread; weight, 2,700 pounds; seats 2 persons; price, \$1,900. Broughams, coupés, landaus and landaulettes, from \$2,100 to \$3,500.—Woods Motor Vehicle Co., 110 East 20th street, Chicago, Ill.



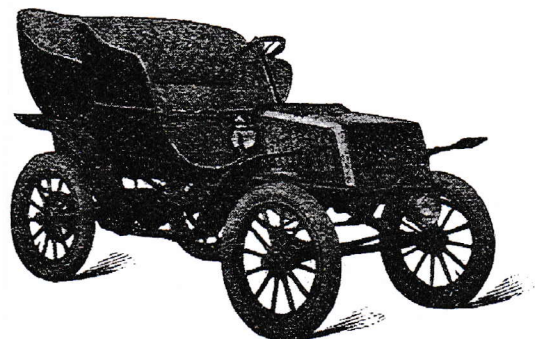
COLUMBIA VICTORIA.

Two electric motors on rear axle; battery divided in body; "herring-bone" gears; maximum speed, 13 miles an hour; 32-inch artillery wheels and 3½-inch tires; price, \$1,600.—Electric Vehicle Co., Hartford, Conn.



POPE-WAVERLEY TONNEAU.

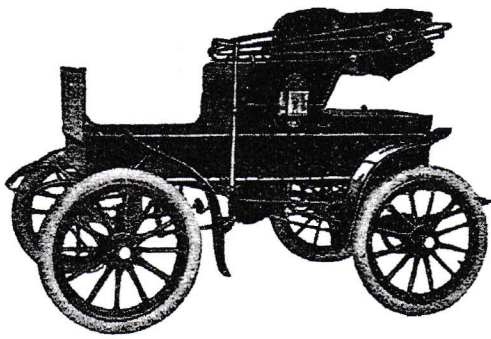
Two 3-h.p. electric motors, with total overload capacity of 12-h.p. on rear axle; 40-cell battery under body; herring-bone transmission gears; speed, 5 to 15 miles an hour; armored-wood frame and full elliptic springs; 30-inch artillery wheels and 3½-inch tires; wheelbase, 84 inches; tread, 54 inches; seats 5 persons; price, \$1,800.—Pope Motor Car Co., Indianapolis, Ind.



NATIONAL TONNEAU.

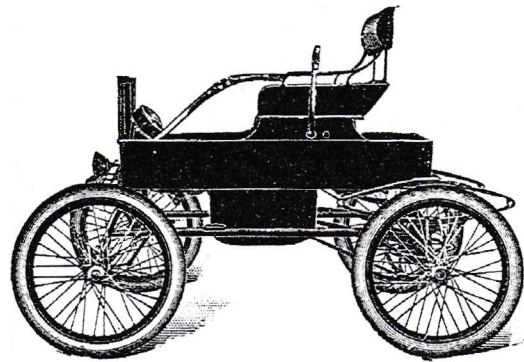
Single electric motor, 6-pole type, with 9-h.p. overload capacity mounted on rear axle; "herring-bone" gears; 4 speeds; 5 to 15 miles an hour; battery divided under hood and tonneau seat; armored-wood frame; price, \$2,000. Other models are runabout, \$950; special runabout, \$1,200; trap, \$1,250, and stanhope, \$1,500.—National Motor Vehicle Co., Indianapolis, Ind.

## Electric Carriages.



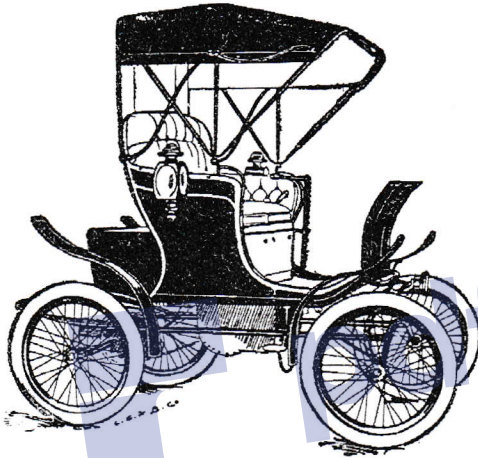
THE STUDEBAKER RUNABOUT.

Single, 2 to 4-h.p., electric motor on center of frame; 24-cell exide battery; wheelbase, 61 inches; tread, 54 inches; weight, 1,450 pounds; seats 2 persons; price, without top, \$975.—Studebaker Bros. Co. of New York, 7th avenue and 48th street, New York.



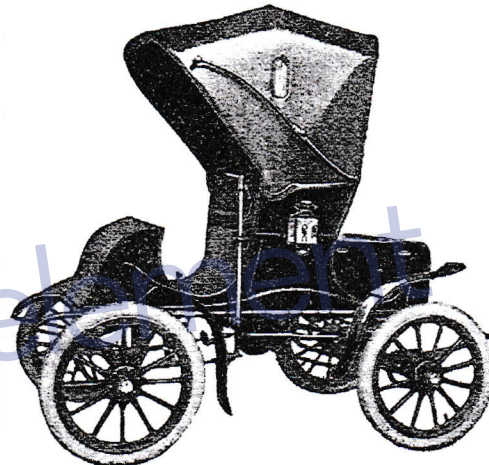
THE BAKER RUNABOUT.

Single,  $\frac{3}{4}$ -h.p., multi-polar electric motor under center of body; 12-cell battery; armored-wood frame; wheelbase, 58 inches; tread, 52 inches; weight, 650 pounds; seats 2 persons; price, \$850.—The Baker Motor Vehicle Co., Cleveland, Ohio.



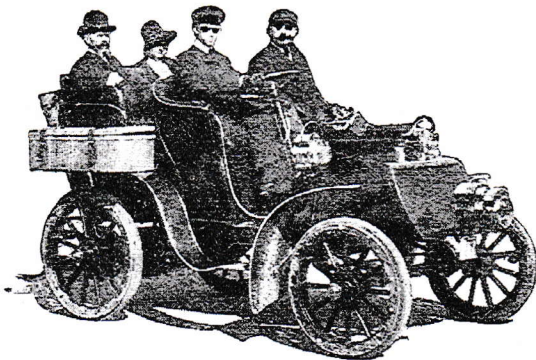
THE BAKER STANHOPE.

Single,  $1\frac{3}{4}$ -h.p., multi-polar electric motor mounted centrally under body; 12-cell battery; 3 speeds; maximum, 14 miles an hour; armored-wood frame; wheelbase,  $64\frac{1}{2}$  inches; tread, 52 inches; weight, 950 pounds; seats 2 persons; price, \$1,600.—The Baker Motor Vehicle Co., Cleveland, Ohio.



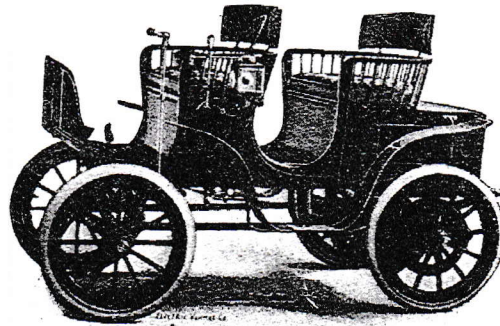
THE STUDEBAKER STANHOPE.

Single, 2 to 4-h.p., electric motor center of frame; 24-cell exide battery; tubular frame; wheelbase, 61 inches; tread, 54 inches; weight, 1,560 pounds; seats 2 persons; price, with top, \$1,175.—Studebaker Bros. Co. of New York, New York.



BUFFALO 1904 TONNEAU.

Two electric motors, 5-h.p. each, mounted on rear axle; 40-cell pasted plate battery; wheelbase, 84 inches; standard tread; weight, 3,600 pounds; seats 4 persons; price, \$5,000.—Buffalo Electric Carriage Co., Buffalo, N. Y.

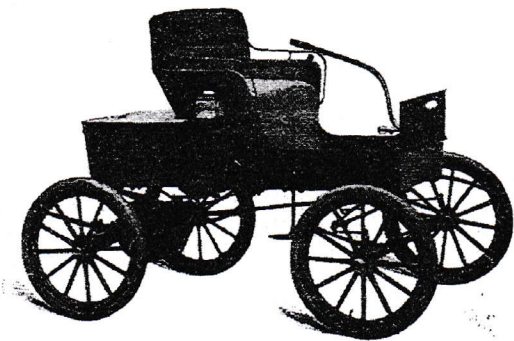


COLUMBIA SURREY.

Two electric motors on rear axle; exide battery, divided under seats; maximum speed, 13 miles an hour; 32-inch artillery wheels and  $3\frac{1}{2}$ -inch tires; seats 4 persons; price, \$1,500.—Electric Vehicle Co., Hartford, Conn.

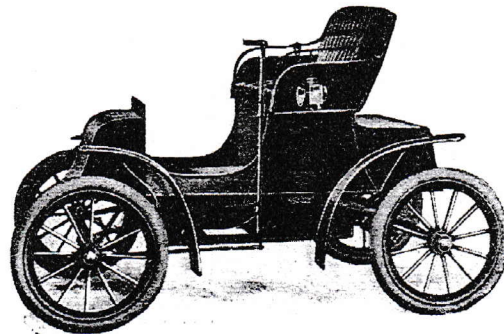
## Electric Carriages.

Remove Watermark Now



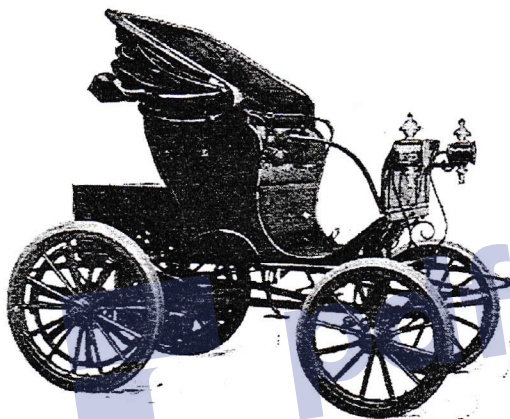
POPE-WAVERLEY ROAD WAGON.

Single, 3-h.p., electric motor on rear axle; 24-cell battery; herring-bone transmission; speed, 5 to 15 miles an hour; wheelbase, 61 inches; tread, 54 inches; seats 2 persons; price, \$850; with top, \$900; physician's model, price, \$850.—Pope Motor Car Co., Indianapolis, Ind.



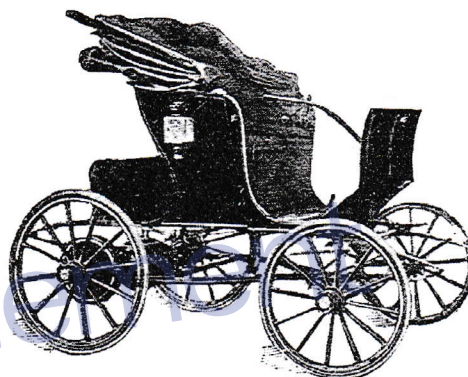
COLUMBIA RUNABOUT.

Electric motor and battery mounted amidships on frame; oxide battery; Concord springs; 30-inch artillery wheels and 3-inch tires; price, \$750. A new model runabout for 1904; will sell for \$800.—Electric Vehicle Co., Hartford, Conn.



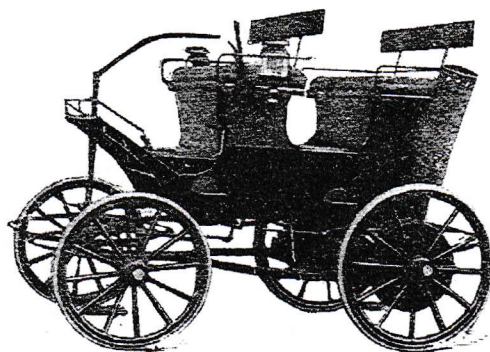
THE WOODS 1904 STANHOPE.

Two 2½-h.p. electric motors on rear axle and directly geared to road wheels; 40-cell battery in body; weight, 2,650 pounds; seats 2 persons; price, \$1,800. Single motor runabout, \$950.—Woods Motor Vehicle Co., 110 East 20th street, Chicago, Ill.



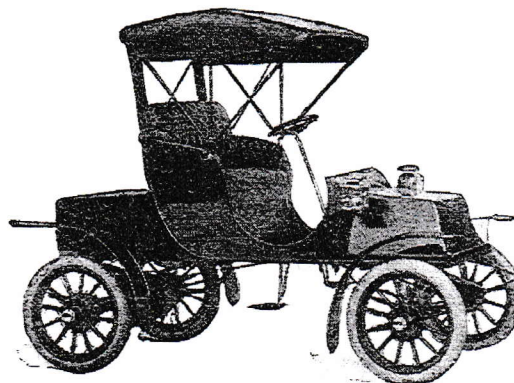
BUFFALO 1904 STANHOPE.

Single, 2½-h.p., electric motor on frame; pasted plate battery in body; wheelbase, 66 inches; standard tread; weight, 1,800 pounds; seats 2 persons; price, \$1,650.—Buffalo Electric Carriage Co., Buffalo, N. Y.



BUFFALO 1904 GOLF BRAKE.

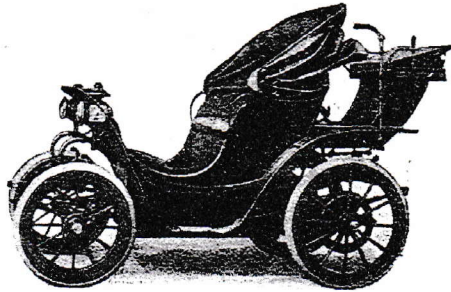
Two 2½-h.p. electric motors on frame in rear; pasted plate battery; wheelbase, 66 inches; standard tread; weight, 2,200 pounds; seats 6 persons; price, \$2,200.—Buffalo Electric Carriage Co., Buffalo, N. Y.



POPE-WAVERLEY EDISON BATTERY WAGON.

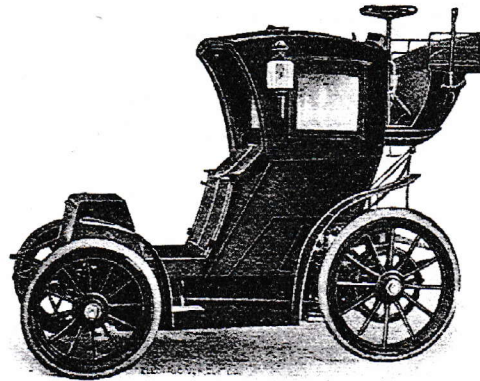
Single, 60-volt, ball-bearing motor on rear axle; 48-cell Edison battery; herring-bone transmission gears; wheelbase, 103 inches; tread, 54 inches; seats 2 persons; price, \$2,250.—Pope Motor Car Co., Indianapolis, Ind.

## Electric Carriages.



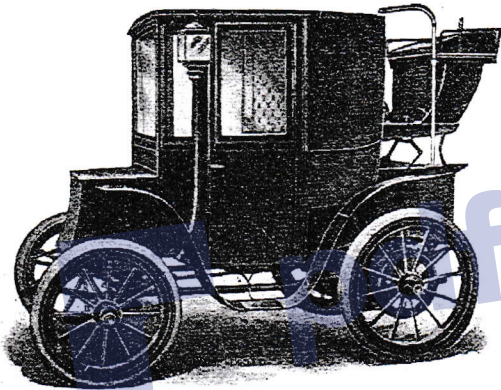
COLUMBIA VICTORIA PHAETON.

Two electric motors in rear; underslung battery; herring-bone gears; maximum speed 13 miles an hour; long wheelbase; artillery type wheels and solid tires; price, \$3,000.—Electric Vehicle Co., Hartford, Conn.



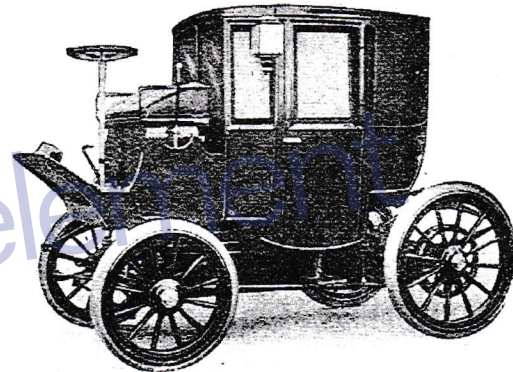
COLUMBIA HANSOM.

Two electric motors in rear; underslung battery; herring-bone gears; maximum speed 13 miles an hour; long wheelbase; artillery type wheels and solid tires; seats 3 persons; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.



COLUMBIA COUPE.

Two electric motors in rear; underslung battery; herring-bone gears; interior trimming dark green morocco; long wheelbase; equipped especially for ladies' use; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.

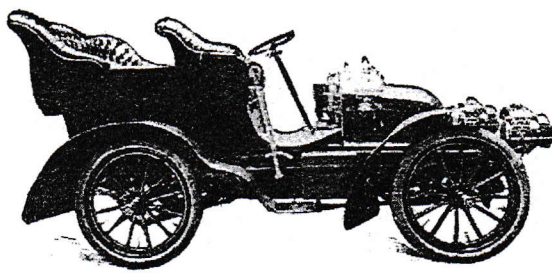


COLUMBIA BROUGHAM.

Two electric motors in rear; underslung battery; herring-bone gears; interior trimming dark green morocco; extension front pattern; long wheelbase; artillery type wheels and solid tires; seats 4 persons inside; price, \$3,500.—Electric Vehicle Co., Hartford, Conn.

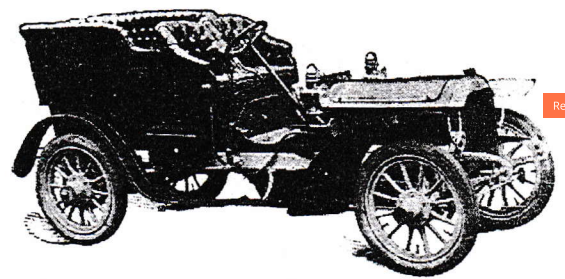
The eighty-eight cuts and descriptions of motor vehicles which we have gathered together in the preceding list will give our readers an accurate idea of what the markets provide and of what is the most practical machine for them to buy. That any industry can offer a catalogue of this size and variety, of a product which fifteen years ago was almost unheard of in this country, is a most remarkable record. If the motor vehicle industry continues to grow in the future as it has in the past few years, it will not be long before the prophecies of the automobile enthusiasts will be realized. The public is always cautious about trusting their safety to any new method of transportation. What we have tried to show to our readers is that the motor vehicle method of transportation is no longer in the experimental stage; that it has come to stay and has reached the point where conservative people are justified in making use of automobiles as a practical means of adding to the pleasure and ease of their existence.

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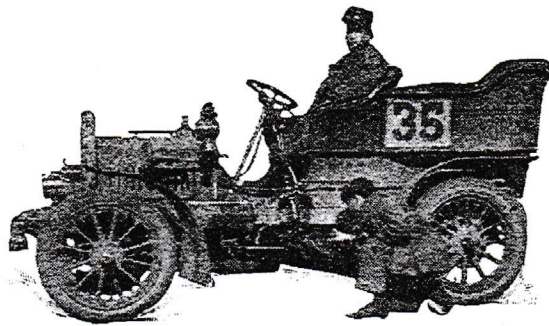
LOCOMOBILE TOURING CAR.

Four cylinder, 16-h.p., water cooled, vertical motor in front; sliding-gear transmission; 3 speeds and reverse; angle-steel frame; 34-inch artillery wheels; 3½-inch tires; wheelbase, 84 inches; tread, 51 inches; gasoline capacity, 15 gallons; weight, 2,200 pounds; seats 5 persons; price, \$4,500. Nine-h.p., double-cylinder car sells for \$2,000.—The Locomobile Co. of America, Bridgeport, Conn.



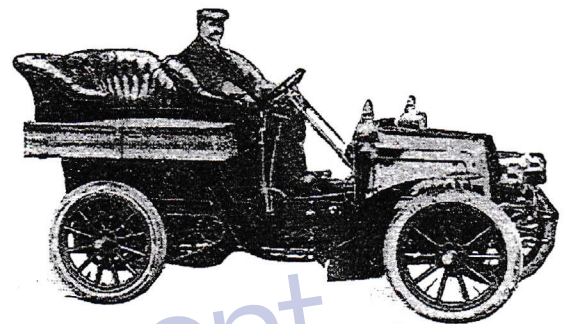
PEERLESS 35-H.P. MODEL.

Four cylinder, 35-h.p., water cooled, vertical engine in front; sliding speed gears, with direct connection on the high speed; bevel-gear transmission; 4 speeds and reverse; cellular radiator, with fan; channel-steel frame; 34-inch artillery wheels and 4½-inch tires; wheelbase, 102 inches; seats 6 persons; price, \$6,000.—The Peerless Motor Car Co., Cleveland, Ohio.



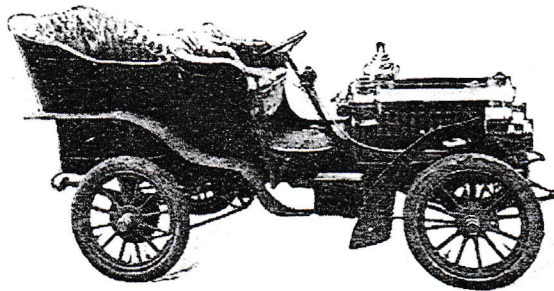
THE STEARNS.

Double cylinder, 24-h.p., water cooled, horizontal opposed engine mounted amidships; 3 speeds and reverse; all controls at steering wheel; armored-wood frame; 34-inch artillery wheels and 4 and 4½-inch tires; wheelbase, 96 inches; standard tread; gasoline capacity, 17 gallons; water, 8 gallons; weight, 2,800 pounds; seats 6 persons; price, \$3,000.—The F. B. Stearns Co., Cleveland, Ohio.



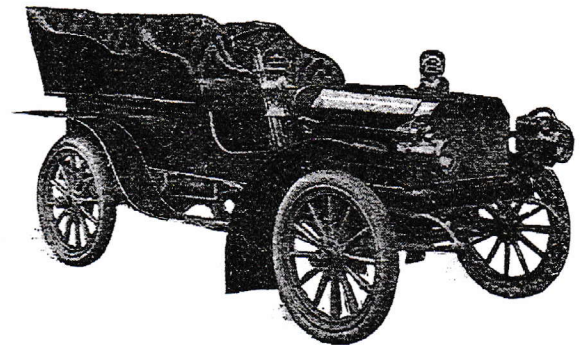
THE BERG.

Four-cylinder, 24-h.p., water cooled, vertical motor in front; sliding-gear transmission; 4 speeds and reverse; armored-wood frame and semi-elliptic springs; 34-inch artillery wheels; 4-inch tires; wheelbase, 90 inches; tread, 54 inches; seats 6 persons; price, \$3,500.—Berg Automobile Co., 100 Broadway, New York.



THE THOMAS.

Three cylinder, 24-h.p., water cooled, vertical motor in front; cellular radiator; planetary transmission gears; 2 speeds and reverse; steel frame and artillery wheels; wheelbase, 84 inches; tread, 54 inches; gasoline capacity, 15 gallons; water, 5 gallons; weight, 1,900 pounds; seats 5 persons; price, \$2,500. The 8-h.p. model has horizontal motor, and sells for \$1,250.—E. R. Thomas Motor Co., Buffalo, N. Y.

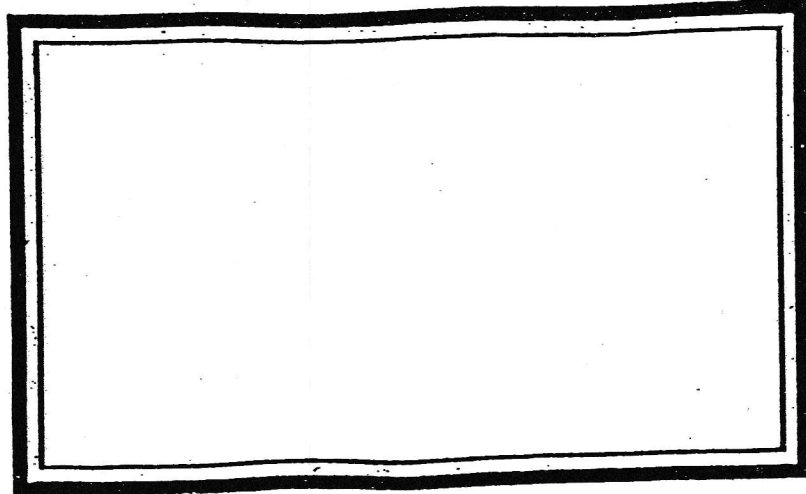


THE 1904 ELDREDGE TONNEAU.

Four cylinder, 16-h.p., water cooled, horizontal opposed motor in front; cellular radiator, with fan; throttle control; sliding speed gears; bevel-gear drive; angle-steel frame and semi-elliptic springs; artillery wheels; wheelbase, 86 inches; tread, 56½ inches; gasoline capacity, 11 gallons; water, 3½ gallons; weight, 2,300 pounds; seats 5 persons; price, \$2,000.—National Sewing Machine Co., Belvidere, Ill.

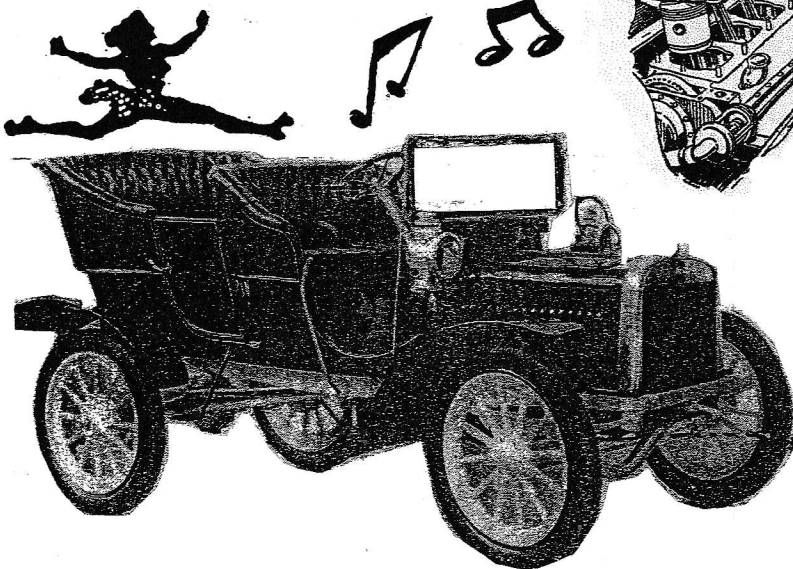
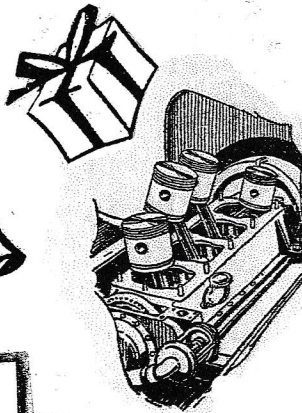
H.C.C.A. Santa Rosa  
Box 7505 Malone Road  
Forestville Ca. 95436

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Happy Birthday

APRIL 13 DODGE RIEDY  
APRIL 20 MARK BRYANT



## 101 ECONOMIES FOR THE MOTORIST

51

### OVERHAULING

It's up to you just how often this should be done, but a few minutes each day with the pointers in this manual can't help but save many needless repair bills and unnecessary delays.

Do not permit an inexperienced repair man to make adjustment or overhaul your car. The mechanics in your service station are best equipped to handle overhaul jobs, and they are more thoroughly acquainted with the peculiarities of your car.

Get acquainted with the men in your service station—they are placed there to help you—take advantage of the opportunity.

Remember this: The older the car, the more attention it demands. Use Veedol, common sense and your instruction book.