

ING, JULY 11, 1903.

AUTOMOBILES BE- COME NUMEROUS

SHORT DESCRIPTIONS OF LOCAL
MACHINES.

CENSUS OF MADISON AUTOS

One Electrical, Four Gasoline, Four
Steam—Five Gotten This Present
Year—Locomobiles Lead List,
With Cadillac Second—Oldsmo-
bile, Conrad, Milwaukee.

Madison's automobile population is rapidly increasing. At present it is nine, as shown by a careful census made by the Democrat yesterday.

First place will be given the only electric auto in the city, that of Frank D. Winkley. This machine is a Waverly, has been in Madison since the middle of June last year. It is an electric of the runabout type, made by the Pope Motor Car Co. of Indianapolis, with 24 cells in the battery under the seat. The motor is mounted on the rear axle dispensing with chains or exposed gearing. The steering is by means of a front lever. There are detachable 3-inch tires on the 30-inch steel military wheels. Nominally the machine is of 2-horsepower but can be worked up to 4. It makes fixed speeds on level roads of 5, 10 and 15 miles an hour. There are no mud guards but there is an electric brake. This machine is much sen upon the streets the year around, and its one inconvenience is that it requires frequent recharging of batteries.

The next machine is the biggest in the city, a Milwaukee, owned by August M. Frish for six weeks past. This is a steam vehicle made by the American Automobile Co. of Chicago. It is of the surrey type and can comfort-

ably hold six people. The steering rod is level. The heavy steel 30-inch wheels have 3-inch single tube tires. The water tank holds 30 gallons and the gasoline tank half that amount. Speeds of 10 to 30 miles are impossible on this machine and it is probably the fastest in the city. Runs of 75 to 100 miles are made without refilling the gasoline tank.

The remaining steam autos are all of one kind, locomobile runabouts, made by the Locomobile company of America at Bridgeport, Conn. The oldest of these machines is that gotten by Judge Zimmerman. This is a lighter machine and not quite as large as the others. Paul F. Harloff secured the second auto of this type in August, 1902, and has since made improvements of his own upon this auto. Louis F. Schoelkopf, the agent, got the third locomobile about two months ago. All these machines are of about the same description. All have 16-inch boilers and burners directly beneath the seats. The 2½x3½ engine is encased and uses superheated steam. Behind the seat is a 30 gallon tank of water and a 14 gallon tank of gasoline rests beneath the rider's feet. The 28-inch wheels are heavy steel and are provided with 2½-inch single tube tires. The rear axles are roller bearing and there is an automatic cylinder oil pump. Each runabout seats two and makes speed of 10 to 30 miles an hour.

H. H. Ratcliff got a Cadillac runabout, a gasoline auto, in May from the Cadillac Automobile company of Detroit, Mich. Dr. C. A. Harber has purchased a similar machine. These machines have a tonneau seat attachment giving room for four. There is a radiator in front and the auto is run by a single cylinder horizontal gasoline engine having a 5-inch stroke. The throttling gives speeds of from 5 to 30 miles. Lubrication is automatic, the driving by chain and steering by a wheel topped rod. The automobile is provided with 28-inch "artillery" wheels having 3-inch single tube tires over which are mud guards. In all the machines weigh 1,250 pounds. The detachable tonneau weighs 100 pounds.

Harry L. Hull months ago got a Conrad Gasoline runabout from the Conrad Motor Carriage company of Buffalo, N. Y. This machine has 28-inch wire wheels and 2½-inch tires. It has a 2-cycle double cylinder, ver-