

A PERFECT HORSELESS CARRIAGE FOR \$600 00.



PHOTOGRAPH OF STANLEY AUTOMOBILE STANDARD CARRIAGE NO. 1.

This Carriage is now being manufactured by

THE AUTOMOBILE COMPANY OF AMERICA.

AMZI LORENZO BARBER, President.

JOHN BRISBEN WALKER, Vice-President.

FREELAND O. STANLEY and FRANCIS E. STANLEY, General Managers.

THE placing of the Stanley Horseless Carriage on the market—the Stanley factory is now turning out more than ten carriages per day—opens up a new era. It brings within the reach of the man of ordinary means the power to travel in his own conveyance, at a rate of speed up to forty miles an hour—a rate of speed limited only by the character of the road—at a cost that is almost nominal.

It is possible, with the Stanley Carriage—the purchase price involves an outlay of but \$600—to live twenty miles out of the city, and to make the daily trip in and out for a charge not exceeding three cents per passenger either way.

The results attained by the horseless carriage have been so startling that they are not at first understood by the public. It is scarcely saying too much to predict that the automobile carriage is destined to revolutionize methods of living and methods of travel.

THE AUTOMOBILE COMPANY OF AMERICA

is the first to bring the price of a perfectly finished automobile within the reach of the man of ordinary means. The company's factory is being fitted so as to bring the cost of production immediately to the lowest point, reducing the price of an automobile almost to a par with that of the ordinary vehicle.

It will be an added pleasure to be amongst the first owners of these wonderful vehicles, which are destined to work so great a change in city and country travel. But those who have in contemplation the purchase of a horseless carriage must study the question carefully. They should consider the following points:—

When you write, please mention "The Cosmopolitan."

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A HORSELESS CARRIAGE PERFECT IN EVERY DETAIL.

- FIRST.** Is the carriage itself a demonstrated success—is it so pronounced by those who have studied its construction and watched its performances? Has it been tested over a sufficient number of miles to prove that it works well, and is not easily destructible?
- SECOND.** Is its price such as to put it within easy reach?
- THIRD.** Is its weight such as to make the cost of fuel cheap and accidents through collision a matter of less consequence than if its weight were great?
- FOURTH.** Is it safe?
- FIFTH.** Is it automatic in its devices for regulation?
- SIXTH.** Can it climb the steepest grades?
- SEVENTH.** Is it capable of speed?
- EIGHTH.** Is it not only capable of great speed, but capable also of being regulated to any gait however slow?
- NINTH.** Is it quickly made ready for use?
- TENTH--Regarding fuel.** Is fuel { easily obtainable?
 { at any place?
 { at a low cost?
- ELEVENTH.** Is the machinery of a character to be easily and inexpensively repaired in any part of the country?
- TWELFTH--Comfort.** Is it operated without jolt, or jar, or vibration?
- THIRTEENTH.** Is it operated without heat or offensive odors?
- FOURTEENTH.** Is it operated without noise?
- FIFTEENTH.** Is its operation simple, and can it be easily understood and thoroughly mastered?
- SIXTEENTH.** Can the carriage carry a supply of power capable of taking it over a great extent of territory?
- SEVENTEENTH.** Is its appearance light and graceful?

How the Stanley Carriage Fills These Requisites.

The claim made for the Stanley Standard Carriage No. 1 is that it has no equal on the world's markets.

FIRST.
A DEMONSTRATED SUCCESS.

It is a demonstrated success. A single carriage has been tested over runs aggregating ten thousand miles, without appreciable injury. The movement of the machine, and its workmanlike construction, have attracted the widest admiration wherever shown.

SECOND.
REGARDING THE PRICE--
\$600.

Although of the highest class of workmanship in every particular, no motor carriage has ever been placed on the market at so low a price. Six hundred dollars (f. o. b.) for a carriage ready to take the road, places it within the reach of every class.

THIRD.
LIGHTNESS OF CONSTRUCTION.

The weight of this carriage is less than four hundred pounds, including its entire machinery, water tanks, etc. Fuel sufficient to carry it one hundred miles, adds but twenty-three pounds to this weight. It has capacity for water storage sufficient for a forty-mile run on ordinary

roads, and may be refilled at any watering-trough as easily as a horse can be watered.

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**FOURTH.
IS IT SAFE?**

IN REGARD TO BOILER CONSTRUCTION. These boilers have an estimated strength of three thousand pounds to the square inch. They are tested up to one thousand pounds to the square inch. The actual steam pressure carried is but one hundred and fifty pounds to the square inch. It is believed that they are absolutely safe for five reasons: First. The pressure used is but a fraction of the strength. Second. The fuel supply is cut off automatically when the pressure reaches one hundred and fifty pounds. Third. There is on the boiler a safety valve, which operates at one hundred and seventy pounds. Fourth. If the water supply should be exhausted in the boiler through oversight, the pressure would cease, as the boilers cease to produce steam, and with the decreased pressure of steam, the carriage would come to a stop and the pumps which supply water cease to work. Fifth. Experiments made with water pressure at one thousand pounds to the square inch show that under this pressure a leakage is created around the heads of the boiler tubes, and the effect is similar to the opening of a safety valve.

**FIFTH.
AUTOMATIC DEVICES FOR
REGULATION AND SAFETY.**

The carriage can stand for an hour while the owner is making a call. He has upon his return but to put his hand on the lever and move off at full speed, the fuel and steam being turned off and on automatically.

**SIXTH.
HAS CLIMBED A 36 PER
CENT GRADE.**

The requisite of being able to climb the steepest road grades is one of the most important. To be stalled on a steep hill road would involve endless annoyance. The Stanley Carriage can climb a fourteen per cent. grade, which is considered to be a pretty steep country road grade, at fifteen miles per hour. At a test made at Charles River Park in Boston, an incline was constructed rising more than forty feet in the air, the grade being thirty-six per cent. The Stanley Carriage was the only one which even made an attempt to overcome such obstacles. The inventor in one of his carriages ran quickly and easily up this steep height until he bumped the boards placed across the top.

**SEVENTH.
EXHILARATION OF RAPID
MOTION.**

The delight which comes of rapid movement has never been understood until one occupies a place in a horseless carriage on a smooth road. There is an exhilaration from the swift motion surpassing that of any other form of movement. The Stanley Carriage is capable of a speed of from thirty to forty-two miles per hour, according to the gear used, and racers are made to exceed even this.

**EIGHTH.
THE SLOWEST GAIT EQUAL-
LY WITH THE FASTEST.**

Even more important than rapid motion is the capacity for regulation to the slowest gait. The Stanley Carriage has been taken on Fifth avenue, New York, at the most crowded hour of the day, when it alternately slowed down to accommodate itself to the jam of carriages, or, seizing its opportunity, darted swiftly into the openings as they presented themselves.

**NINTH.
MADE READY IN THREE
MINUTES.**

The Stanley Horseless Carriage may be gotten ready by an expert in three minutes. In common use it requires from five to ten minutes to get up its fullest power.

**TENTH.
TWO PERSONS CARRIED 72
MILES AT A COST OF 17½c.**

In every country drug store is sold the oil from which the machine generates its fuel gas. Seven cents a gallon is the ordinary price. Two and a half gallons carried the Stanley Carriage seventy-two miles at a recent test—total cost seventeen and one-half cents—a cost of less than a quarter of a cent per mile for two persons and less than one-eighth cent per mile for each person.

ELEVENTH.

The machinery is of a character which can be repaired easily and inexpensively at any machine-shop in any part of the country.

**TWELFTH.
COMFORT.**

The Stanley Carriage is operated without jolt, or jar, or vibration of any kind.

**THIRTEENTH.
NO DISAGREEABLE ODORS.**

When the machine is standing, any product of combustion is allowed to rise from the rear of the carriage; but the combustion is so perfect that one may be within a few inches of the opening without appreciable inconvenience. When in motion, the products of combustion are carried underneath the carriage, and neither heat nor odor of any kind arises.

**FOURTEENTH.
ALMOST NOISELESS.**

When running along a level or nearly level road, the machinery makes absolutely no noise. When climbing a grade, a slight puffing is audible, but nothing in the least degree objectionable.

**FIFTEENTH.
ART OF OPERATING EASILY
MASTERED.**

The art of operating the Stanley Carriage is easily and quickly mastered by a man or woman of fair intelligence; and a few hours' instruction for a couple of days will give a full comprehension of the carriage and its operation in every particular. Not the twentieth part of the knowledge required for the handling and caring for a horse is required for the horseless carriage. The only risk to the driver lies in the great power of speed which he holds in his hand. While the carriage is guided with an ease that is perfect by the left hand of the driver, he must nevertheless bear in mind that a slight motion of the lever under his right hand may send the carriage forward at the rate of thirty miles an hour—a power that is to be used with discretion.

**SIXTEENTH.
SUPPLY OF FUEL.**

The carriage carries a supply of fuel capable of driving the carriage one hundred miles over a good road. Water must be supplied at intervals of about forty miles.

**SEVENTEENTH.
LIGHT, GRACEFUL APPEAR-
ANCE.**

The question of the light and graceful appearance of the Stanley Motor Carriage is best answered by the photographic reproduction here given.

To sum up:—

The Stanley Carriage costs but six hundred dollars.
It weighs less than 400 pounds.
It has a record of ten thousand miles' use without appreciable wear.
It has a record of seventy-two miles at a cost of seventeen and a half cents for fuel
It carries fuel for one hundred miles.
It is simple in construction, odorless when running, and almost noiseless.
It can speed at any gait up to forty miles per hour or follow the slowest truck.
It is operated by steam, the standard power of the world, under perfect regulation and test.
It can be made ready to run in five minutes—in fact, a perfect piece of machinery and the only perfect automobile now on the market.

For further particulars address

THE AUTOMOBILE COMPANY OF AMERICA,

NEW YORK OFFICES: { NO. 11 BROADWAY, 16TH FLOOR.
180 TIMES B'LD'G, 10TH FLOOR.

FACTORY,
NEW ENGLAND OFFICE: { NEWTON, MASS.

When you write, please mention "The Cosmopolitan."