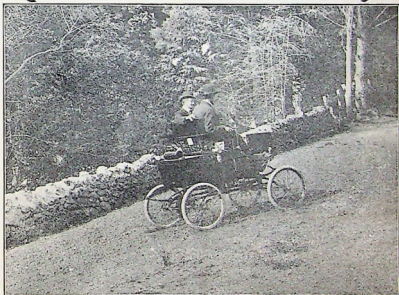


Locomobile



A LOCOMOBILE CLIMBING MT. EDEN, AUCKLAND,
NEW ZEALAND.

THE *Locomobile* COMPANY OF AMERICA

Offices: 7 East 42d St., New York.

N. Y. Repository at B'way, Cor. 76th St.

BRANCH OFFICES { CHICAGO—260 Wabash Ave.
BOSTON—332 Boylston St.
PHILADELPHIA—349 N. Broad St.
LONDON—39 Sussex Place, So. Kensington.
SAN FRANCISCO—1622 Market St. (The Locomobile Co. of the Pacific).

AGENTS IN ALL LARGE CITIES. Agency propositions may be addressed to N. Y. Office or nearest Branch Office. Some territory at present unoccupied. Correspondence solicited from prospective agents.

Of the Twenty-four Styles of Carriages

now being turned out by

The "Mobile" Company of America,

there are four which are especially valuable to gentlemen occupying country seats.



The "Mobile" Coupe.

shown by its increasing use in business affairs. Mr. Douglas Robinson has had one of these wagons in daily use in New York city for the inspection of the several large estates under his care. Colonel John Jacob Astor placed an order early in February, 1902, for a duplicate. Mr. Harmon, of Wood, Harmon & Co., of Brooklyn, after using one of these surreys during the greater part of 1901 in carrying parties to view real estate, placed his order in February, 1902, for a second vehicle.

An illustration of the business value of these vehicles is given by the Brooklyn Rapid Transit system, the President and officials of which road make their inspections of the several hundred miles of the system in a "Mobile" Surrey. President Greatsinger says that it enables him not only to save valuable time in inspecting the widely scattered property of the road, but gives him a view of the roadbed which cannot be obtained from the cars themselves.

Third. "MOBILE" COUNTRY HOUSE WAGONETTE for eight or

These are:— First. **THE COUPE SEATING SIX.** Both the two inside seats and the outside seat are very broad, and can be made to accommodate three persons each if necessary. The carriage has ample strength and power to carry nine persons. The upholstery and finish are of the best. The Coupe could be made to cover, if required, long distances over country roads at a high rate of speed.

Second. **THE "MOBILE" HEAVY SURREY,** carrying, when required, six persons on its two broad seats. The efficiency of this "Mobile" is



The "Mobile" Heavy Surrey.

ten persons; graceful, strong, and quick moving, it is the ideal vehicle for country life. One of these wagons was driven five hundred miles from New York to Buffalo in four days, and another, under orders of the Secretary of War, took through a party of eight officers of the Army and of the Company from New York to Washington—two hundred and forty-nine and a half miles—in three days.

Fourth. **THE "MOBILE" TOURING CARRIAGE** carrying fuel for from one hundred and fifty to two hundred and twenty-five miles and capable of sustaining twenty-five miles per hour on fair roads. Strong, stylish, elegant in finish, comfortable in upholstering, smooth running, it is unequalled, except for very high speeds, by any touring carriage now built.

The "Mobile" Company of America enters the season of 1902 with every problem of the perfect automatic carriage thoroughly solved, the advances within the year being of the most marked character, and including—

First. Automatic regulation of water without thought on the part of the driver, perfected by over thirty thousand miles of tests without a single failure to work.

Second. Automatic air-pump operated if necessary from the seat at the will of the driver.

Third. Burner of entirely new construction, overcoming the original defects and giving increased power.

Fourth. Automatic feed of oil to lubricate cylinders, relieving the driver of the special care formerly required on this score.

Fifth. Feed-water heater, saving fuel.

Sixth. Superheating steam, saving fuel and giving increased efficiency.

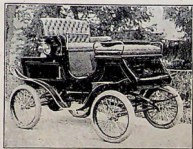
This company is now manufacturing twenty-four styles of "Mobile" from the three thousand dollar Coupe to its seven hundred and fifty dollar Run-

abouts; and its Delivery Wagons capable of carrying from three hundred to six thousand pounds—a larger number of tested carriages and wagons than all other companies of the United States and France combined.

Nothing but actual experience covering tens of thousands of miles can enable a manufacturer to turn out an automobile ideal in strength and durability. The "Mobile" Company offers as its best testimonials the duplicate orders received from those who have had its wagons in long and constant use.



"Mobile" Wagonette.



"Mobile" Touring Carriage.

The "Mobile" Company of America,

Philipse Manor, Tarrytown-on-Hudson, N. Y.

When you write, please mention "The Cosmopolitan."

\$9,918 as Compared with \$35,520 per Annum Relative Cost of "Mobiles" vs. Electric Cars

There are more than ten thousand towns in the United States which are to-day without street-cars and in which there is a crying need of public service. In the average town, it would require from \$100,000 to \$300,000 to establish an electric plant and put down the necessary rails.

Electric Street-Car Plant.

Taking the average investment, \$200,000, the charges per annum would amount as follows:—

FIXED CHARGES AND OPERATING EX- PENSES PER ANNUM FOR ELEC- TRIC CAR SER- VICE	Interest on invested amount at 6 per cent.,	\$12,000
	Taxes at 1 1-2 per cent.,	3,000
	Repairs on plant and line and keeping road- way in condition,	3,000
	Operation of six cars for 12 hours per day, two men on each at \$2.00 per day, \$24.00 a day,	8,760
	Engineer, fireman and assistant, a total of \$6.00 per day,	2,190
	Coal, six tons per day at \$3.00 per ton, \$18.00 per day,	6,570
	Total for 365 days,	\$35,520

"Mobile" Omnibus Plant.

FIXED CHARGES AND OPERATING EX- PENSES PER ANNUM FOR "MOBILE" SERVICE	Interest for one year on the cost of six "Mobile" Omnibuses, \$12,000 at 6 per cent.,	\$ 720
	One man to each wagon at \$2.00 per day, \$12.00,	4,380
	Gasoline for 50 miles per day, \$1.20 per wagon, \$7.20 per day,	2,628
	Renewal of tires and parts and repairs to leave each wagon in as good condition at the end of the year as at the begin- ning, \$1.00 per day for each wagon, \$6.00 per day,	2,190
	Total for 365 days,	\$9,918

In other words, leaving entirely out of the question the difficulty of raising two hundred thousand dollars for equipping a plant, we have the

fixed charges for each year amounting to \$35,520 for the electric street-car service as compared with only \$9,918 for the "Mobile" carriage service.

For an additional investment of \$12,000, double the number of Wagonettes can be put on, making the service twice as often as it would be under the street-car service, and thus increasing the traffic.

The "Mobile" service has the additional advantage that it can go into any part of the town and can make roundabout tours which cover wider territory without additional cost and without being limited as is the company whose service is necessarily confined to an expensive railway construction.

Moreover, an accident in the power-house does not stop the entire line, and the insurance is correspondingly less.

Most important of all, the "Mobile" Wagonette goes up to the curbstone, eliminating the element of danger in getting in and out. Running on rubber tires, it has all the elegance of a private carriage, and can be used for excursion and theater parties.

The "Mobile" Company of America, Tarrytown-on-the-Hudson, N. Y., is the only company in the world which has had experience in manufacturing this style of carriage. It has expended more than \$40,000 in perfecting this single one of its twenty styles of "Mobiles," and the factory is now engaged on orders ranging from Porto Rico on the east to Manila on the extreme west.

Those having the matter under consideration should bear in mind that the capacity of the "Mobile" factory, although it is the largest in the world, is limited, and that to secure delivery it will be necessary to place orders at the earliest moment.

Branch Offices of the "Mobile" Company of America:

NEW YORK:	BOSTON:
180 Times Building.	346 Boylston Street.
CHICAGO:	DENVER:
Van Buren Street and Wabash Avenue.	1519 Glenarm Street.
WASHINGTON CITY:	SAN FRANCISCO:
1116 Connecticut Avenue N. W.	Cor. Van Ness and Golden Gate Avenues.

The "Mobile" Company of America,

Philipse Manor, Tarrytown-on-the-Hudson, N. Y.

JOHN BRISBEN WALKER, President.

DAVID STROTHER WALKER, Treasurer.

WILLIAM A. BELL, Vice-President.

When you write, please mention "The Cosmopolitan."