

**NEXT L. I. A. C. SHOW  
ON FRIDAY EVENING**

**Now Bliss Car Will Be Exhibited  
at Cumberland Street  
Clubhouse.**

**IS A BROOKLYN CREATION.**

**Court of Appeals Sustains Conviction of  
E. R. Thomas for Exceeding  
Speed Limit—Notes.**

The Long Island Automobile Club will hold its seventh exhibition of 1906 models at the house and garage, 360-366 Cumberland street, this borough, next Friday evening. Motorists will be given an opportunity to see the new Bliss Car, a distinct Brooklyn creation, built by the E. W. Bliss Company and handled by Douglass Andrews, as selling agent. A chassis will also be shown. Other machines scheduled to be on exhibition are the Rafter and Waltham-Orient. The entertainment committee of the Long Island Automobile Club, consisting of Walter G. Pierson, chairman; Edwin D. Melvin and Louis H. Irwin, have attended to all details necessary for the comfort of visitors. Music and refreshments will be in evidence and the cars of all motorists will be cared for during the evening.

The Bliss car represents the finest that expert machinists can produce. Its origin is interesting. In turning out expensive torpedoes for government use the best and most accurate work is required. The fitness of this quality for automobile construction suggested itself to members of the Bliss company some three years ago, and the creation of a car was begun on the idea of putting into it the very best material and workmanship, without regard to price.

The first Bliss car was a crude affair compared with the finished product which is now offered. Yet the first machine stood up to its work like a major and a great many of the latter improvements have been in the nature of refinement in lines and construction. A year ago the services of a designer who has grown up in factories of nearly all the leading cars manufactured in France were secured, and since then the construction of the Bliss machines has been in his charge.

With one or two exceptions, the Bliss car is the highest priced American production on the market, the cost of the 40-horse power type being \$8,000. Douglas Andrews, who has contracted to take the entire factory output, has recently given orders for an additional lot of machines for this year's delivery. In 1907 matters will be adjusted so that a much greater number will be produced. Louis Chevrolet, the former Fiat driver, is now employed in testing out the cars as they come from the factory.