

Read - relaxed . L - n - o - o - o -
at noon - out with S H for walk (glean
FRI. en route) to Prop - PK & Flatbush.
6 Greenhouse - 3rd - Parkside Ave
- dinner at Chinese Rest. Walk - call Mrs.
Maran - Parkside Theatre - home -
lemonade - Read & retire.

1925-2025

UN AN AVEC HOWARD PHILLIPS LOVECRAFT

#65 | 6 MARS 1925



Prospect Park possédait une petite ménagerie à la fin des années 1800. Un rapport annuel de 1896, par exemple, détaille le « bétail vivant » que le département des parcs de Brooklyn possédait : 59 moutons, 28 cerfs, un buffle, une vache, trois ours, un puma, deux ratons laveurs, dix lapins, un chien, un aigle, huit pintades, huit colombes, 39 oies chinoises, 15 oies égyptiennes, sept canards de Barbarie, quatre canards communs et trois dindes. Cette collection d'animaux est devenue le zoo de Prospect Park, sur Flatbush Avenue, qui a ouvert ses portes au public le 3 juillet 1935. Projet de la Works Progress Administration (WPA), le zoo faisait partie d'un vaste programme d'amélioration des parcs à l'échelle de la ville, lancé et exécuté par l'ancien commissaire aux parcs Robert Moses. Le gouverneur Al Smith, déjà connu comme le « surintendant de nuit » du zoo de Central Park, s'est lui-même qualifié d'« agent de location » du zoo de Prospect Park : « Les deux tiers de nos appartements sont occupés, et pour autant que je sache, par des locataires très recherchés.

[1925, vendredi 6 mars]

Up noon — out with SH for walk (glasses en route) to Prosp. Pk & Flatbush. Greenhouses — zoo — Parkside Ave. — dinner at Chinese Rest. Walk — call Mrs. Moran — Parkside Theatre — home — lemonade — read & retire.

Levé à midi — on sort marcher avec Sonia (acheté des verres en chemin) jusqu'à Prospect Park & Greenhouse sur Flatbush. Au Zoo. Parkside Avenue. On dîne au restaurant chinois. Visite à Mme Moran. Cinéma au Parkside. Maison. Limonade. Lu et couché.

Répit aujourd’hui, longue promenade dans Brooklyn avec Sonia, puis resto chinois et cinéma : parce que cet emploi à Saratoga s’est vu confirmer ? On les a vus en janvier visiter l’exposition des reptiles au zoo du Bronx, aujourd’hui ils visitent celui de Brooklyn. Qu’est-ce qu’il regarde, Lovecraft, penché sur le bassin des phoques au plus modeste zoo, extension de celui de Central Park, qu’abrite Prospect Park ? Il connaît toutes les anciennes représentations des musées. Ses êtres menaçants empruntent toujours aux représentations animales, en les déformant cependant, faisant jaillir les tentacules de cônes. Il faudrait disposer devant nous de Lovecraft, et lui dire qu’au lieu de parler de limonade il nous informe de ce qui l’a le plus surpris ou retenu, au zoo avec Sonia. Dans le journal cette moisson devenue geste au quotidien de faits divers chaque fois humbles (certes pas pour les protagonistes) mais qui semblent amener à la surface du visible tout ce concret des jours. Fatigue aux six jours sur piste mais l’affrontement tient. La guerre aux bootleggers, aussi en mer. Vol de nuit pour le courrier postal entre New York et Chicago : annonce faite. Et ce procureur qui prétend que la radio rend les hommes aussi fous que le rhum.

New York Times, 6 mars 1925. Mme Winifred Halligan, âgée de 38 ans, domiciliée au 262 de 24ème rue Ouest, est une femme robuste, mais elle ne permettrait pas même à son mari, Patrick, de dire devant elle qu’elle est grosse. Patrick, cependant, dit la police, a fait hier une remarque de cet ordre, et dut être transporté à l’hôpital, tandis que deux agents de police l’emmenaient elle en taxi au commissariat de la 31ème rue Ouest. La gorge de Halligan était tranchée au rasoir quand il s’échappa dans la 8ème Avenue, appelant au secours. Mme Halligan le poursuivait, dit la police, avec ce rasoir. L’agent Thomas Riggs la maîtrisa, mais ce fut seulement quand l’agent John Hannan lui prêta renfort qu’ils parvinrent à la désarmer. On retrouva Halligan un bloc plus loin, évanoui sur le trottoir. La condition de Halligan est sérieuse, et l’hôpital dut faire appel à un donneur de sang professionnel pour une transfusion. Mme Halligan a été écrouée pour

THREE TEAMS TIED FOR BIKE RACE LEAD

Walthour-Spencer and McNamara-Horan Draw Even With Stockelynch-Goosens.

COL. ROOSEVELT ATTENDS

He and Hubert Offer Prizes to Spur Riders on to Greater Efforts in Garden.

SCORE AT 2 A. M.—98TH HOUR.

	Miles.	Laps.
Walthour-Spencer	1.686	6
McNamara-Horan	1.696	6
Stockelynch-Goosens	1.686	6
Beckman-Benzzato	1.686	4
Brecco-Egg	1.686	4
Grenda-McBreat	1.686	3
Gastman-Kockler	1.686	3
Kaiser-Stockholm	1.686	3
Belloni-Degraeves	1.686	2
Nefatti-DeWolf	1.686	2
Lands-Thomas	1.686	2
Taylor-Hanley	1.686	1
Chapman-Lawrence	1.686	1
Derryer-Buisse	1.686	0
Leader-Horan. Former record—1.945 miles 2 laps, made by Goulet-Grenda in 1914.		

Entering the fifth day of the final six-day bicycle race to be held in Madison Square Garden, three teams were tied for the lead at the conclusion of the 9 o'clock sprints session last night. They were the two American teams, composed of Bobby Walthour Jr. and Fred Spencer and Reggie McNamara and Harry Horan, and the Belgian team made up of Harry Stockelynch and Alphonse Goosens. By virtue of the points gained during the various sprint sessions during the week, Walthour and his partner were the virtual leaders, with a total of 201 points, as against 161 for the Belgians and 136 for McNamara and Horan.

The three leading pairs, together with the team composed of Oscar Egg and Maurice Brecco, lapped the field in a spirited jam shortly before 1 o'clock this morning. As a result, Walthour and Spencer, McNamara and Horan and Stockelynch and Goosens, are now two laps ahead of their nearest rivals and Egg and Brecco had moved into a tie with Anthony Beckman and Louis Benzzato in second place. A little later Belloni recovered one of the laps which he and his partner, Degraeves, had lost previously. Belloni regained the lap without the assistance of his partner.

In another jam just after 2 o'clock this morning the three leading teams and the two or second place gained a lap on the field.

Murray Hubert, former President of the Board of Aldermen and now the A. A. U. head, early in the evening attended the final session of the sprints. Mr. Hubert was accompanied by Colonel Theodore Roosevelt, occupying a box near the finish line. Both seemed to get great kick out of the event and for Colonel Roosevelt it was the second race he had seen, his first appearance being fifteen years ago while he was a Harvard student.

Stockelynch and his partner were the individual stars of the sprint session, scoring 26 points between them and winning three out of the last five dashes. Lands and Thomas boasted their total by 17 points, while Beckman and Benzzato and Walthour and Spencer each added 14.

76 Attend Bootleggers' Night; 4 Hit Salvation Army Trail

Special to The New York Times.

ATLANTIC CITY, N. J., March 5.—Seventy-six men attended "bootleggers' night," held here last night by the Salvation Army in the headquarters on South New York Avenue.

Only one man had the courage to admit that he had been bootlegging. He announced that from now on he was going to "tread the narrow path." While not committing themselves as to any illegal activities, three others said they intended to "hit the trail" also.

The Salvation Army workers have declared their intention to conduct a reform campaign among the alleged liquor dealers.

ALIEN SHIP SEIZURE ON HIGH SEAS UPHELD

Liquor Craft Captured Beyond 12-Mile Limit Is Adjudged Forfeit to Government.

TARIFF ACT IS AUTHORITY

Brooklyn Federal Judge Says Schooner's Log Revealed Fraudulent Importing.

ZEEHOND CREW WENT FREE

Evidence Found After Their Trial Showed How They Worked With a New York Bootlegger.

against General Cowans's executors for the return of a motor car, but dropped on the advice of her lawyer.

The solicitor whom Mrs. Denniston engaged to represent her in *interrogatory* proceedings gave evidence briefly after luncheon and then Sir Edward Marshall Hall resumed his attack.

He cross-examined the plaintiff as to details of time when she first went to Cowans in Paris. He suggested to her that when her husband brought her from Gibraltar to the appointed date he had tried to induce her to go on with him by a soldier's train to England. He asked her questions to show she had made the General's secretary after the location of room to pull her liking.

Foley counsel suggested plausibly that the witness went to General Cowans merely because she was flattered by a great man.

At all these questions Mrs. Denniston gave flat denials and repeated emphatically her view of the matter, that she had given herself to the General with her husband's assent to improve his prospects. Counsel's version she declared absolutely and entirely untrue and added:

"When I first met the General I hardly knew him, but afterward I was devoted to him. You must remember he was thirty years older than myself."

"Divorce proceedings then began in for examination and counsel sought to discredit the agreement which Mrs. Denniston claimed to have made with her husband, that he would marry her all-mony when he could afford it.

"Do you ask the jury to believe that, knowing you were going to marry him, he and his husband agreed to support your counsel asked.

"I was not going to marry a millionaire," was the reply. The case was then adjourned.

HOBBS PROSECUTION RESTS

Court Rules on the Evidence to Go to the Jury.

LONDON, March 5.—The prosecution in the trial of William Cooper Hobbs, charged with conspiracy and receiving stolen checks for £300,000 from the Rajah Sir Hari Singh in connection with an alleged blackmailing plot against the latter, rested its case today.

After argument by counsel, the Court ruled that no evidence was to go to the jury in support of charges of conspiracy to steal and receiving in the amount of property stolen abroad. It was ruled, however, there was evidence which the jury must consider on the charge of conspiring to England to cheat and defraud the East Indian Prince of his property. Hobbs was then called in his own defense.

Mr. Osterhout said yesterday the outcome of the seamen's trial would have been different had the Government been more zealous in preparing the suit determined yesterday. This included proof that the vessel landed liquor within the three-mile limit, then the zone of seizure.

It was shown during the trial that the Zeehond proposed to land her contraband cargo from the Cholera Banks, fifteen miles off Rockaway. Judge Garvin's decision said:

"I do not think the defendant will seriously contend that there was no thought of violation of law on the part of at least some of those connected with the Zeehond. She assembled her crew at Rockaway on Dec. 12, 1922, having already taken aboard a large cargo of intoxicating liquor. Soon after, she left for a trip across the Atlantic, stopping once in Eniwetok port and again in the Cholera Banks off the Long Island shore. There was some suggestion that she was bound for Halifax, but I cannot give it consideration. The log entries show that the Cholera Banks was her ultimate destination."

The irresistible conclusion is that she proposed to land her contraband liquor within the United States. No doubt she was not a player in that activity. She reached the banks on Dec. 1, but be-

NEW YORK-CHICAGO NIGHT AIR MAIL SOON

Post Office Department Plans for New Service Near Perfection, Announces Col. Henderson.

The Post Office Department will soon inaugurate a nightly mail service between New York and Chicago. Colonel Paul Henderson, Second Assistant Postmaster General, outlined plans for the new service at the monthly meeting yesterday of the State Chamber of Commerce at which he was a guest. This service, Colonel Henderson said, will furnish a real background in this country for commercial aviation.

Airplanes will leave New York each night at 9:30 o'clock, according to the plans of the department, and will arrive at Chicago the following morning at 5:30. Machines will also leave Chicago at 8:30 o'clock and will arrive in New York next morning at 6:30. The department has been perfecting these plans for six months and landing stations, searchlights and other facilities for air travel are being rushed to completion.

The tentative schedule provides for three stops—at Bellefonte, Pa., and Cleveland and Bryan, O.—and stops at Chicago will be made to change planes and the other two for refueling.

"Perhaps the most hazardous flying in the United States has been between New York and Chicago," said Colonel Henderson. "A layman might think that flying over the Rockies or the Sierras offers a hazard not to be found between New York and Chicago. The truth is that the hazards offered by the Allegheny Mountains to my mind exceed that offered by the more rugged mountains of the West, because the Alleghenies are more treacherous. The Western mountains have large areas upon which there are no trees and under which an aviator might, in case of necessity, have some reasonable hope of a safe landing."

The department hopes to start the service before July 1, possibly within a few weeks, Colonel Henderson said.

POSTMASTER TRAPPED AFTER A WEEK'S SIEGE

Accused by Wife of Non-Support, He Defied Arrest With a Shotgun.

Special to The New York Times.

ATLANTIC CITY, N. J., March 5.—Armed with a shotgun and invoking the protection of the Federal Government, William Blackadder, postmaster of Maywood, N. J., a little town fifteen miles from here, has defied county detectives who have sought for a week to arrest him on a charge of non-support preferred by his wife, who is Assistant Postmaster.

He was arrested today by detectives from Atlantic City, who had broken down the door of the post office while others engaged Blackadder in conversation through the front. The defendant was placed in the county jail at Maywood Landing and will be arraigned in the Domestic Relations Court in this city on Saturday before Judge John H. Sennett.

Early last week a summons was issued to Blackadder to appear in court to answer his wife's charge. When a constable went to the post office, Blackadder refused to come out, declaring that the officer could not take him into custody without a warrant.

When both the constable and a considerable number of citizens went to the post office, Blackadder, they said, drove them away at the point of a shotgun.

The hearing was to have been held last Saturday and county detective decided that Blackadder would not appear of his own accord. He did not and today county detectives and Sheriff James J. O'Brien, who had a warrant, went to the scene.

Blackadder appeared at the front with his shotgun and the officers to enter.

Two detectives, however, quietly removed the hinges from the postmaster, after vigorous expostulating, surrendered the shotgun.

Mr. Blackadder was then summoned and placed in charge of the post office. Blackadder refused to discuss the case, saying that when arraigned he would have plenty to say.

THE FINEST ESSEX EVER BUILT

THIS GREAT
ESSEX
VALUE
\$895



You Cannot Get Equal Style, Performance and Reliability Within Hundreds of Dollars of Its Price

Essex is a wholly different type. Its advantages are exclusive because it is built by a company that has concentrated its entire resources on one car.

Low price, without disappointment in looks or reliability.

Exquisite smoothness of performance.

Reliability and highest reliability without unnecessary expense.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The driving ease of legs, costly ease. The handling of a motor car.

The