

under the axle instead of being raised above it. The Dreadnought Moline has the Pres-to-life self-starter, enclosed valves and a double ignition system. There is a de luxe Premier touring car, very inviting indeed with its dainty decorations and white and moss green—the colors adopted by its manufacturers. The Columbia has a valveless engine. In the Selden a dry-plate multiple disc clutch has taken the place of a comb clutch, and a full floating rear axle, that of a semi-floating contrivance. The brakes are both expanding, and the valves enclosed. The Worm and Sector steering gear is used, there is a new control quadrant, a large cut-out valve in the muffler, and a cowl in the dashboard.

A natty little Brush Courier car, called the Liberty Brush, is on the market this season for \$350, with the same motor, transmission, etc., as the early models, and offering 28 miles per hour in the way of speed.

Many manufacturers are also building a six-cylinder car this year. The Corbin has scarcely been changed since 1911; still the cars have just a few shades of detail which only a mechanic can fully appreciate. In the new Moon there is an increase of four inches in the wheel base, bringing it up to 120, and the transmission is hung on a frame instead of to the rear axle. Of the National 40, Series V is brand new, and, with Series S, makes two series now manufactured by this concern. Series V has the new 4 1/2 inch by 6 inch motor, left-hand drive, new type axles, longer wheel base and considerably lowered centre of gravity.

In the Matheson is a new tire pump, designed by the manufacturers, with larger bearings on transmission, and a 3/4 inch elliptic spring, whose lower branch is 55 inches long. Everything has been eliminated from the running boards of the 1912 Knox, the tool box, Pres-to-life tank and battery being concealed between the running board and the car. The extra tire, which is already blown up on a demountable rim, together with all tire tools and extra inner tubes, are carried in a tire trunk suspended from the rear of the car under the trunk rack. The controlling lever is in the centre. Of the Garford, an entirely new six-cylinder model is shown. The motor is of unique design, the cylinders being cast triple instead of in pairs as with most other types.

The Speedwell has now a new and heavier transmission with ball instead of roller bearings, and the Presto self-starter.

The Marquette is a consolidation of the Rainier and the Welch-Detroit. The principal car is a 45 horse power four speed transmission, seven passenger body.

This year the Atlas is equipped with an Atlas-Knight engine, torpedo body, and a fully equipped car, which attracted a great amount of attention.

The S. G. V. car is being made

few minor refinements have been added, however. Two new model Baker Electric broughams were shown, one for five passengers, all of whom face forward. Both are underslung, and are very slightly and desirable. There has been a radical change in the 1912 Waverley Limousine No. 5. Now all the passengers face forward, with a full view ahead. In the new Reo the horn is placed



"Far from the Madding Crowd," and the last prick of worry.

much larger and more complete this year. The Grinnell Electric has been changed from chain to shaft drive, and the general body design enlarged. The Flanders Colonial Electric is built for beauty, comfort and ease in running. It has the worm gear, which is controlled by its manufacturers. Aluminum bodies throughout were the

under the hood, making it invisible. There is also an adjustment by means of which hot or cold air is obtained as desired. A compressed air starting device, by means of which an instantaneous start is secured by merely pressing a button, is a feature of the new Chalmers.

To the Hudson cars have been added self starters, demountable

Some few minor details in refinement have been added to the Packard, notably a change in the manner in which the clutch and clutch shaft are suspended. In the case of the Pope-Hartford the frame is of wood-reinforced pressed steel. The Stearns has a motor of the "Silent Knight" pattern. The new and artistic features of the Oakland make it a very comfortable car. Straight and symmetrical are the lines of the Lozier; a neat and slightly model. Over 500 inches of breaking surface and the total abolition of a crank are among the features of the new Cadillac. This year the Buick has dropped the disc clutch, retaining only the cone clutch in cars of that name. The tapering hood of the Franklin is unique. A compressed air-starting device is a feature of the Winton Six. The Locomobile is one of the stand-bys of the gasoline car. In the new Peerless car the step is hollowed out to receive two tires, thus doing away with the auxiliary tire holder.

The Mitchell includes a priming pump, operated from the dashboard. By this means the engine cylinders can be primed in cold weather. New and novel color schemes characterize the Stevens Duryea; four speeds ahead distinguish the new Mercer. To the Simplex a self starter, with a dual ignition, has been added. The Valveless Amplex is described as "the acme of the two-cycle engine." In the Interstate cars the unusually straight lines differ so materially from those of the average auto body that they attract the eye at once.

J. I. Case Company.

A new company of the above name has been recently incorporated. The principal aim of the new corporation is to further the effectiveness of the sales department of the J. I. Case Plow Works.

At many distributing points the last named firm is handling merchandise lines as well as goods of their own make. The name of J. I. Case Company covers generally all goods which are so handled at such points.

Articles of incorporation call for a capitalization of \$100,000. The incorporators are Jerome I. Case, Roy I. Case and Henry M. Wallis, Jr. All three men are grandsons of J. I. Case, the founder of the J. I. Case Plow Works. Mr. Wallis, Jr., is the son of the well known president of this company.



A "road" in Argentina—stuck waist deep outside Buenos Ayres.

rule with the Detroit Electro. In the new model the steps are brought about five inches from the ground, and other changes have been made, which now distinguish this car, it is claimed, as being the only one in the world of its type. No change has been made in the Studebaker, none being deemed necessary by the manufacturers. A

rim, and the usual large tires. The 1912 White gasoline touring car has six cylinders, entirely enclosed. A glass hood, with which the Stoddard-Dayton is equipped, affords the operator a splendid view in every direction. A Stromberg carburetor, beam front axle, full-circulative oiling system have been installed in the Maxwell.