



JAMES' COACH (1829), THE FIRST REALLY PRACTICABLE STEAM CARRIAGE BUILT

THE AUTOMOBILE OF 1904

By T. A. RUSSELL



EVOLUTION, not revolution, may be said to be the feature of the progress of the automobile industry in 1904.

The student of the automobile finds the carriage of 1904 superior in almost every detail to its predecessor of the last two or three years, although few new principles of construction have been applied. This season's vehicle surpasses its ancestors, not by some new invention applied, but by the application of the same principles along the lines which the experience of manufacturers, inventors and operators have found to be most satisfactory. The result is a greater uniformity of type in all vehicles, both in appearance and in mechanical construction. There are fewer freaks, and fewer carriages

that are absolutely poor than ever before.

TYPES

Some three years ago the field seemed to be fairly equally divided between the steam, the gasoline and the electric carriages. Some confusion may arise in the minds of the general



A TYPE OF TOURING CAR FITTED WITH A 24 H.P., 4 CYLINDER MOTOR