

not seen at New York; this year there is not a new motor with the possible exception of Continental showing one of its recent six-cylinder models which is seen for the first time at a show this year, as Continental did not exhibit at New York. There are no new eights, no new twelves; in fact, this feature is in strong contrast with a year ago, when there was a veritable landslide of premature eights, which were not ready for New York but were hurried into readiness for Chicago. For the first time in its career, the Chicago show is more of a duplicate of the New York show than ever before, with the possible exception of some body styles not shown at the Grand Central Palace.

More Car Exhibitors Than at New York

When the show is compared numerically with the recent New York exhibition, it is discovered that there is one more gasoline car manufacturer exhibiting at Chicago, the total for the Windy City being eighty, as compared with seventy-nine at the Gotham display. There are also two more electrics at Chicago than at New York, the respective totals being seven and five. New York, however, leads in the total number of gasoline cars and chassis on display, having 307 to Chicago's 294. Last year Chicago had 254 gasoline cars and chassis on exhibition.

Electrics in Armory

Chicago is the greatest electric city in the country; it is known as the home of the electric and, as usual, has the center of the armory set aside as an exclusive electric exhibit. This exhibit is smaller than usual with seven different makes, showing in all twenty-two different cars and a couple of chassis. Contrasted with former years, this electric dis-

play is unique by reason of an entire absence of gaudy colors and interiors, it being tradition to work all the colors of the rainbow into some of the cars and the upholstery.

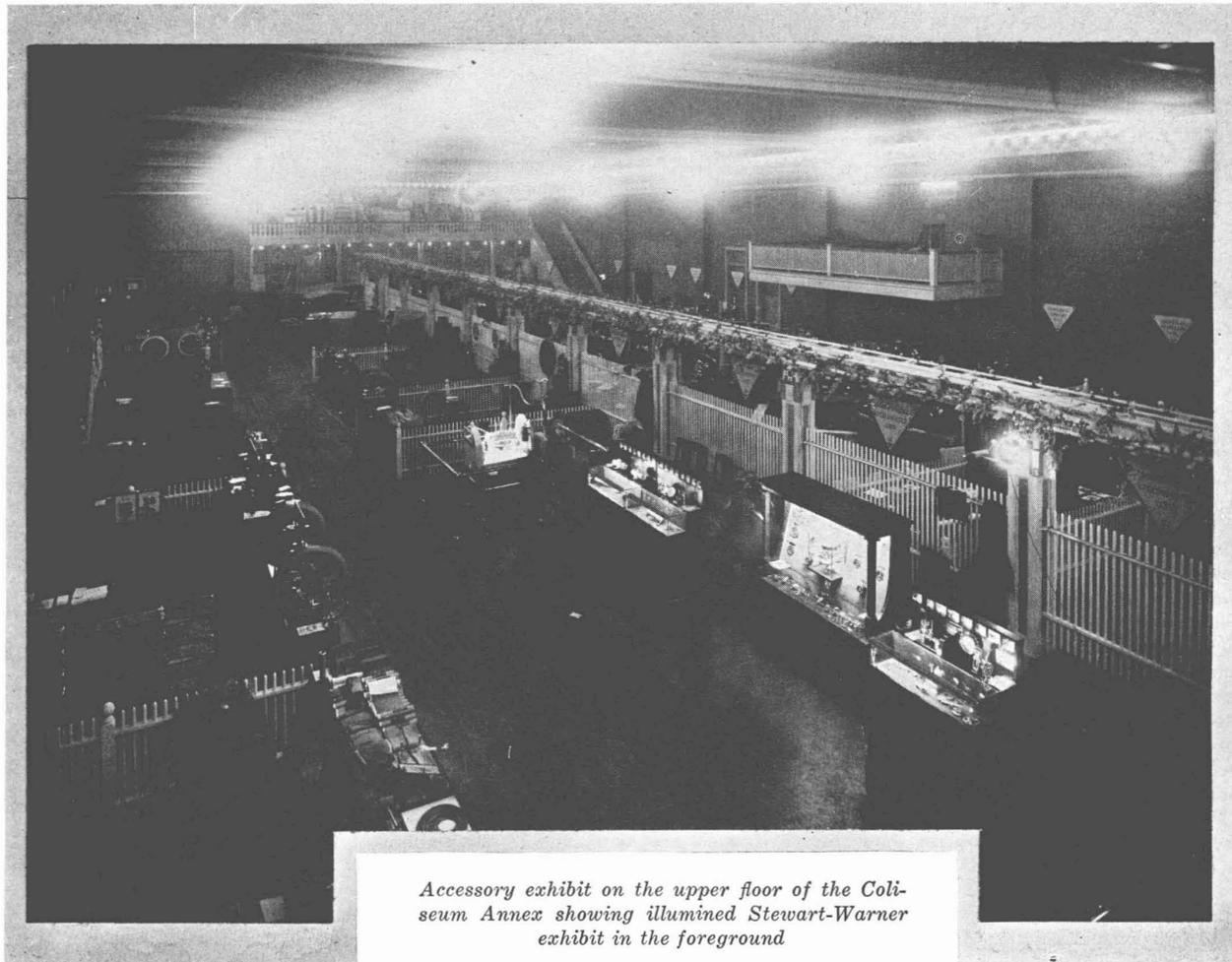
This year dark colors dominate, with gray-striped interiors. Waverley has the sole exception, being a brougham with broad-striped upholstery. The body colors are generally dark with the possible exceptions of the green Milburn roadster, a blue Ohio brougham and a Baker with dark-gray body and panels and light-colored wire wheels.

Wire Wheels and Cord Tires Popular

There is a preponderance of wire wheel equipment on the electrics, Detroit showing four out of five with wire wheels, Milburn two out of three, Baker and R. & L. two out of four, and Ohio, Woods and Chicago not showing any. The seven electric makers exhibiting are Baker-R. & L., Detroit, Ohio, Milburn, Chicago, Waverley and Woods. There is a preponderance of pneumatic tires, seventeen out of the twenty-four vehicles and chassis using them. Practically all of them are cord types.

Eights Gain 400%

Reverting to gasoline cars, this show serves well to demonstrate the rapid growth of the eight-cylinder car during the past year and also to show the progress made in twelve-cylinder types. There are forty-two eight-cylinder cars and chassis as compared with eleven a year ago, a 400-per-cent increase. The twelves not represented a year ago are now represented by eleven cars and chassis, the exact representation that the eight had a year ago. This coincidence suggests what the relative figures will be a year hence. Six-cylinder cars and chassis have increased from 109 last year



Accessory exhibit on the upper floor of the Coliseum Annex showing illumined Stewart-Warner exhibit in the foreground