

THE NEW SERIES 15-30 STEARNS' CAR.

Picture number three showed a weeping owner standing before a car, dilapidated, burst, and torn out of all shape or possibility of recognition, cushions waving in the breeze, tires belling like intoxicated sails, paint in blotches, springs groggy as the loads that broke them down the day before; a wreck and a disaster beyond description. Such was the consequence of following over ingenious political advice.

But there were people who were warned in time and escaped, to break the law in some way less disreputable and more safe. We read that the obvious subterfuge recommended by circular was soon exposed: nailed by Mr. R. T. Lang, the well-known motor advertising agent, who was also a Parliamentary candidate. He secured the opinion of the Attorney-General on the point, this being to the effect that such procedure was "an invitation to an illegal practice," and one that could not be justified either in the moral or legal sense. But after that some one pointed out that so long as an agreement was made to hire the car for twelve months without any reference to the election at all, and no money was paid on account of the election, there would be no illegal practice. No doubt a large number of persons discovered that they need pay nothing outside their agreements, which, without mentioning the election, were based on the fact that there was an election. Everybody knew that they were made for the purpose of the election, would never have been made but for the election, and yet that they were perfectly

innocent before the law raging against corruption among the electors. It is easier to make these laws than to secure prevention of the things legislated against.

The New Series 15-30 Stearns.

American Production.

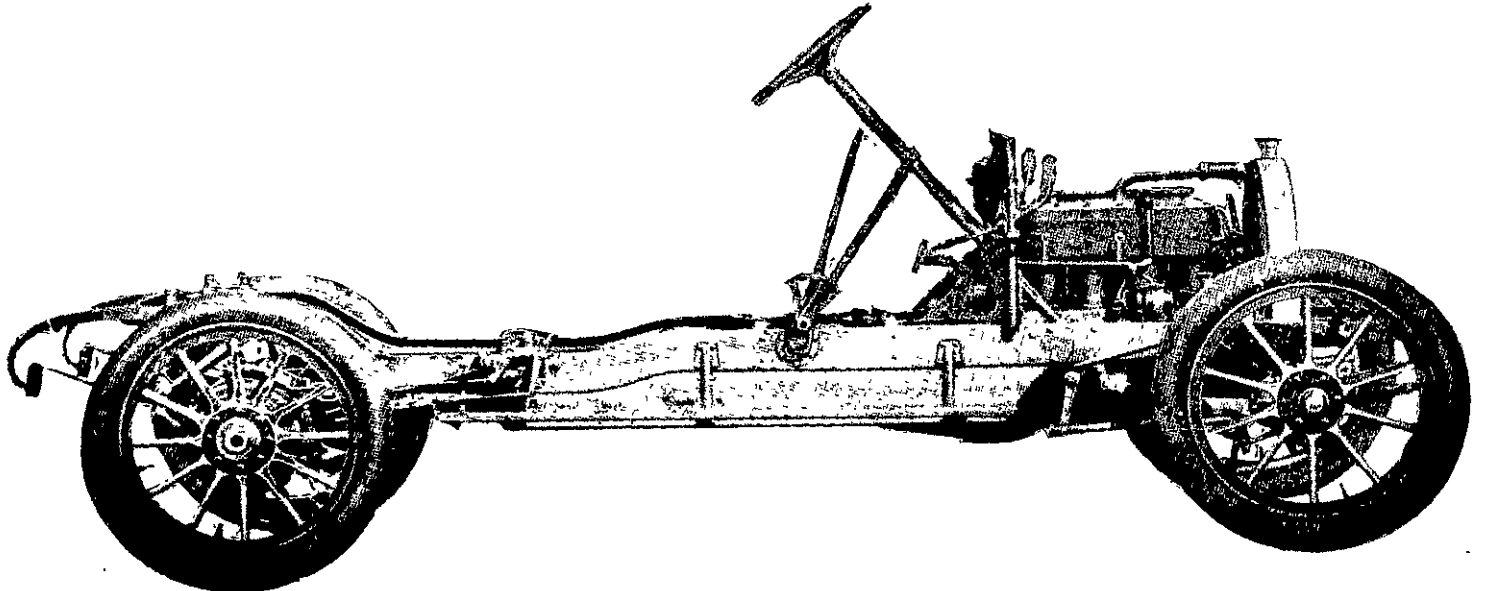
F. B. Stearns Co., Cleveland, Ohio.

This company, which is here mentioned in order to illustrate the great development of the American manufacture of automobiles, has just announced its product for the season 1910, terming the new cars "New Series" rather than new models. This is a very logical and truthful way of putting it, since, in common with a great many other car manufacturers, the product for 1910 is in no sense composed of new models, but the same models as heretofore with added features and refinements as dictated by experience. The very term new model presupposes less sweeping alterations and changes of design, if not an entirely new car, and therefore is apt to be misleading to those who have not come to take the term in its "motor car" sense as dictated by usage in the past.

With no noticeable change in construction or design, with the exception of three-quarter elliptic rear spring suspension, the Stearns, whose debut was made last year, faces the present season with a most excellent record behind it. The frame is narrowed in front to permit a sharp turn-

ing angle; while maintaining the tread of the wheels this car will turn in a circle of 34 feet—a decided advantage in narrow streets. A double drop in the centre of the frame permits the mounting of a body of very graceful design with extremely low doors. The step from running board into the body is consequently very slight and in service where one gets in and out of the car frequently, as in shopping, this feature is particularly pleasing. A drop in the frame also lowers the centre of gravity of the car, increasing its stability, and one notices a greater sense of security when riding at high speeds. The spring suspension is of the semi-elliptic type in front and of the three-quarter elliptic type in the rear. It is extremely successful and makes the car ride easily and smoothly over rough roads.

The price is £620 at Cleveland. The body is the touring tonneau variety seating five; the wheel base is 116 inches; the front tires are 34 x 4; the steering is worm and sector; there are two sets of brakes on rear drums; the bore is $4\frac{1}{2}$ inches, the stroke $4\frac{5}{8}$; the four cylinders are cast *en bloc*; the valve arrangements are all on one side; the cooling is water with centrifugal pump; ignition, jump spark dual system; current supplied by Bosch-Magneto and storage; and the lubrication is self contained; the clutch is by multiple disk, the change gear is sliding, there are three speeds forward and one reverse; the change gear control selective side lever; and the drive is shaft and bevels.



STEARNS' CAR. The compact arrangement of parts in front of dash, and the drop in frame are shown.