GOLD FOR PAVING ROADS

Fortunes Being Spent for Highway Improvement.

INTEREST IN ALL STATES

When Work Now Planned Is Completed It Will Be Girdle to Continent.

More money is being expended in the good roads movement throughout the United States this year than has ever before been devoted to this purpose. Some results of the work being done by the Touring Club of America, in conjunction with the American Association for Highway Improvement, toward educating the public to the value of improved highways throughout the country are illustrated in a chart just prepared by the United States Office of Public Roads, which shows that nearly 15,000 miles of transcontinental, interstate and trunk line roads are contemplated in various sections of the country.

Although the chart was prepared by the office of public roads, it does not by any means represent all the work that has been projected or is aided financially by the government. The idea in issuing the chart was merely to show the great impetus that lately has been given to the nation-wide movement for improved public roads.

Practically every state in the Union is benefited to some extent by the proposed new highways, and the widespread interest in the good roads movement indicates that the time is not far distant when the United States will be interlaced by a complete system of good roads.

Estimates prepared by the Office of Public Roads show that by improving 20 per cent of the roads of the nation almost the highest point of efficiency could be reached. Twenty per cent of the roads in each state could be improved by an expenditure of an average sum of $3,000,000 a state, and the annual saving thereby, in the wear and tear on horses, wagons and automobiles, in the transportation of crops and increased land values, is estimated at over $1,000,000,000.

In this great movement the Touring Club of America, which is affiliated with the American Association for Highway Improvement, has played a part, and the chart is a clear object lesson of what the immediate future has in store for automobile tourists throughout the United States.

This chart, as prepared by the Office of Public Roads, indicates the extent to which the good roads movement has taken hold in every part of the United States. The roads already improved, others merely planned and many now under construction literally make a network covering the whole country.

With the fulfilment of all these plans it will be possible to drive wagons and automobiles from the Atlantic to the Pacific Coast and from Vancouver, British Columbia, to Tijuana, Mexico, and from Montreal, Canada, to Miami, Fla.

The map prepared by the Office of Public Roads, merely for the purpose of gauging the extent of the good roads movement as fostered by individuals, associations and communities, shows the following great highways in contemplaton or actually under construction:

From Yellowstone Park to Glacier National Park, through Fort Yellowstone, the Big Hole battlefield and other interesting points in the Rocky Mountains, a total distance of 450 miles.

The Pacific Highway, from Vancouver, B. C., to Tijuana, Mex., a distance of 2,000 miles.

The Memphis-to-Bristol Highway, connecting Knoxville, Nashville and Jackson, a distance of 540 miles.

The Lincoln Memorial Road, from Washington to Gettysburg, 40 miles.

The Sherman, Texas to Galveston Highway, 150 miles.

The Central Highway, from Morehead City, N. C., on the Atlantic Ocean, to Paint Rock, on the French Broad River, Tenn., through Goldsboro, Raleigh, Greensboro, Salisbury, Charlotte and Asheville, N. C., 400 miles.

The Du Pont Highway, from the upper end to the lower end of Delaware, proposed by T. Coleman du Pont, who has offered to advance $1,000,000 toward its construction. Length of route, 103 miles.

The Des Moines-Kansas City and St. Joseph trail.

The Ocean-to-Ocean Highway, extending from Cumberland, Md., to Tacoma, Wash., passing over the old Cumberland Road, through Columbus, Indianapolis, St. Louis, over Boone's Lick trail and St. Louis to Old Franklin, Mo., through Nebraska, Wyoming, Idaho, Oregon and Washington. Length of route, 2,899 miles.

The Montreal-to-Miami Highway, passing through Albany, N. Y., Trenton, Philadelphia, Baltimore, Washington, Richmond, Raleigh, Columbia, Savannah and Jacksonville.

The Lincoln Way, from Louisville to Nashville, 189 miles.

The Capital-to-Capital Highway, extending from Washington, D. C., to Jacksonville, through the capitals of the seaboard states. Length of route, 1,500 miles.

The Clay-Jefferson Memorial Highway, from Niagara Falls to New Orleans, via Zanesville, Ohio; Maysville, Ky.; Nashville, Tenn., and Meridian, Miss., 1,200 miles.

The "Red to Blue" Highway, from Denison, Tex., to Dallas, Waco, Austin and San Antonio, connecting Houston and Galveston, 500 miles.

BURMAN SETS TRACK MARK

Speeds Over Point Breeze Course in His Racing Auto.

Philadelphia, July 29.—"Bob" Burman, in an exhibition mile with his Blitzen Benz, to-day lowered the Point Breeze track record of 59 3-5 seconds by speeding around the circuit in 58 4-5 seconds. The record was held by Barney Oldfield. Burman's performance was the feature of the Quaker City Motor Club's races.

There was an ugly spill in the ten-mile handicap, in which four cars were wrecked, one man severely injured and two others slightly hurt.

AUTO NEWS OF THE DAY

Odds and Ends of News Picked Up Along the Row.

A Velie speedster, driven by Iseminger, finished the Cleveland reliability run with a perfect score over most severe, rough and hilly roads. This three days' grind was declared by old Glidden tour drivers to be the toughest in their experience. Twenty-three other cars failed to go the route. A cup was also awarded the Velie for being exactly on the minute at all checking stations.

The American-Marion Sales Company has received advice from the Marion factory that one of the 1912 models is on its way to New York. This will be on display at the showrooms, No. 1776 Broadway, next week.

The new American "39" received last week seems to have caught the public fancy, judging by the amount of interest displayed.

J. T. Wallace, former general sales manager for the Blau Gas Company of America, is now in charge of the sales force of the Dorian Remountable Rim Company, of this city. Mr. Wallace is well known in the industry and sport. The company recently enlarged its factory because of the great demand for Dorian rims.

Hemery, in a Fiat equipped with Michelin tires, was the only driver to finish within the allotted time in the French grand prize automobile race on July 23. The race was run over the Circuit de Sarthe, in France, and drew the largest crowd since the Wright aviation trials, in 1908. The intense heat subjected the engine and tires to a tremendous strain, adding greatly to the interest of the event as a test of endurance.

ANOTHER RACE FOR VANDERBILT.

Paris, July 29.—The Prix Fernandez, run at Le Tremblay to-day, was won by W. K. Vanderbilt's Messidor III.

TOURISTS REST IN RENO

Ocean-to-Ocean Autoists Enter Last Leg of Journey.

HAVE COVERED 3,000 MILES

Trip Across the Continent Demonstrates Possibilities of Pleasure Touring.

Reno, Nev., July 29.—Covered with the dust and dirt of a score of states but happy in the belief that it is honest dirt, the forty odd Premier ocean-to-ocean tourists are taking a respite of twenty-four hours in this city before pushing on to San Francisco, Los Angeles and other California and coast points. The New Yorkers and Philadelphians have manifested a great deal of interest in this famous little city.

Reno was the first important stop after leaving Salt Lake City, and it is the last of importance until San Francisco is reached. The ocean-to-ocean tourists are as happy as children out of school over the fact that their unprecedented trip is nearing a successful end. Indications are that it will be even more successful than the most hopeful anticipated, as, unless all signs fail, the original ten cars that left Atlantic City, after backing their rear wheels into the Atlantic ocean, will carry out their original intention of washing their front tires in the waves of the Pacific at San Francisco and Los Angeles. They received the same warm greetings here they have been accorded all along the line in every state through which they have passed.

The party has been on the road twenty-five days, and more than 150 miles a day has been averaged. That constitutes an unprecedented record. All the amateur-owner drivers are enthusiastic over the prospects of entering California to-morrow, as they will then feel that they are indeed nearing the end of their long journey. They have many messages to deliver to California officials, received from various officials and dignitaries they have visited en route. The two Boy Scouts in the transcontinental party will place in the hands of California Boy Scouts messages from leading members of the juvenile organization in the East. A great reception is anticipated in San Francisco and California.

One week ago between Rock Springs and Kemmerer, Wyo., the speedometers on the ten Premier cars showed that the 3,000 mile mark had been passed. The tourists were greatly enthused then, as they had travelled 200 miles more than the mileage of the 1911 Glidden tour and the only mechanical trouble consisted of two broken springs.

Five mountain ranges and two great divides have been crossed, at an altitude of 8,000 feet at Tide Siding, Wyo., and 7,500 feet at the Continental Divide. The plains of the central West, the bad lands of Southern Colorado and Wyoming and seven of America's greatest rivers have been crossed.

The completion of the ocean-to-ocean tour in California next week will mark a new epoch in the annals of motoring. For the first time a party of amateur-owner drivers, accompanied by families and friends, including eight women, will have crossed the American continent in motor cars. For the first time more than one car will have made the trip, and for the first time more than one car containing pleasure tourists.

The successful termination of the first great transcontinental automobile tour by pleasure tourists will open up new and great possibilities in motoring. It will prove that a tour from coast to coast by a pleasure tourist, or a party of tourists in their own cars is possible, and it is expected to result in the expenditure of millions of dollars in the improvement of the ocean-to-ocean highway. The Premier pleasure tourists have encountered no unsurmountable difficulties and they are travelling under unimproved conditions. When the road has been improved it is believed transcontinental touring will be common, and in 1915, the year of the Panama-Pacific exposition at San Francisco, ocean-to-ocean tours are expected to be frequent.

THE NEW MAXWELL MOTORS

The "Special" Is Planned as a Big Car at a Small Price.

Announcement was made last week of the 1912 line of Maxwell motor cars, wherein the details are given of the leader of the line, which is to be a 36-horsepower touring car, at $1,280.

The new car will have a long stroke motor, 4¼x5½, full floating type rear axle and drop forged front axle, Stromberg carburetor, extra large multiple disk clutch, Columbia type square tube radiator, without the brass band that has been prominent on Maxwell cars in the past, dual system ignition, Splitdorf magneto, force feed oiling system, sliding gear transmission, 34x4 tires, 124-inch wheel base, and equipped with a five-passenger, ventilated, fore door, vestibuled, flush side, steel body, finished in royal green, with Wedgwood green wheels.

Such details as ventilated fore doors, inside control, deep tufted cushions and flush side bodies and the highest class of painting are cared for in the Maxwell line 1912.

The big Maxwell will be known as the Maxwell Special, with three other cars, to be known as the Maxwell Mercury, the Maxwell Mascotte and the Maxwell Messenger.

The Maxwell Mercury is a test-proven mile-a-minute roadster, that will list at $1,150. It is equipped with a ventilated fore door, flush side, vestibuled body, has a Columbia honeycomb type of radiator, with new designed hood, high tension racing magneto, Stromberg carburetor, demountable rims and a wealth of refinements.

The Maxwell Mascotte is a 25-horsepower car, listed at $980 for the touring car and $950 for the roadster. This is a continuation of the model "L," which was such a favorite during 1911. It will have a 4x4 motor, with new ventilated, fore door, vestibuled body, with intrinsic transmission control, body finished in dark blue, with the wheels in battleship gray. It has a Columbia honeycomb type of radiator, with new hood of handsome design, irreversible worm steering gear, Stoddard-Dayton spark and throttle control. The springs are of imported English steel and the bearings of German chrome vanadium.

With 45,000 Maxwells in use, and the reputation the car has among owners, the 1912 product of the United States Motor Company is expected to receive the greatest reception that has yet been accorded any car.

In connection with the marketing of its cars in the future the United States Motor Company has instituted the "Satisfied Owners' Inspection Service," which gives every purchaser of its cars the privilege of going to its branch house or dealer to have his car inspected once a month, if necessary, with a view to greater efficiency and satisfaction. The company has forty-five branches and eighteen hundred dealers throughout this country and Europe.

FOREST HILL FIELD CLUB.

Three events were on the card at the Forest Hill Field Club yesterday. H. O. Christl beat Edward Pierson, 5 up and 3 to play in the final round of Class A for the July cups, while in the second division C. Morrison beat Linnett, 4 up and 2 to play. Christl and J. E. Judson tied in the first set of the eighteen-hole medal play handicap, returning cards of 77—7—70 and 84—14—70, respectively, while in Class B, R. E. Rose was the winner, with 96—27—69.

Following this event, a special competition for non-winners for the season of 1911 for a cup presented by A. S. Martin was held, L. Martin being the leader, with 91—21—70. In the ball sweepstakes there was a triple tie between Christl, Judson and Booth, with cards of 77—7—70, 84—14—70 and 95—25—70, respectively.

ENTRIES FOR ELGIN CUP

De Palma and Wishart to Drive Simplex Cars in Race.

The class of entries which are being received for the Elgin trophy race in the national stock chassis road races, to be held at Elgin by the Chicago Motor Club on August 25 and 26, now makes it sure that these four races for strictly stock chassis cars will take the premier place in 1911 contests.

Entries have just been received from the Simplex Automobile Company, of New York, of two 50-horsepower stock models, to be driven by Ralph De Palma and Spencer Wishart, bringing the total entries up to date in this one race alone to eight, the others being Mulford's Lozier, three Alcos, to be driven by Grant, Hartman and Lee, and two Nationals, the drivers of which have not yet been nominated.

Other entries which have been received in the last few days are an Abbott-Detroit, with Mortimer Roberts at the helm, in the Fox River division for stock chassis of 161 to 230 cubic inches, and two Velies, in the Illinois trophy class for stock chassis of 301 to 450 inches, at the wheels of which will be J. H. Stickney and Rupert Jeffkins, who have so often piloted Velie cars.

Other manufacturers are yet to be heard from, including the Nordyke & Marmon Company which will undoubtedly have several entries in both the Illinois trophy event and the race for the Elgin trophy. In view of the recent announcement to the effect that Ray Harroun, who steered the Marmon Wasp in the Indianapolis Sweepstakes to success with such credit to himself and the Marmon product, has taken up active factory duties, there is much interest as to the names of the drivers to be nominated by Howard Marmon.

Assurances have been received from the Crow Motor Car Company and the Colby Motor Car Company that their formal entries will be forthcoming in the near future, while there is little doubt that Hughie Hughes, who is looking after racing matters for the Trenton company, will be in line at the start with two or more Mercer cars, certainly in the Kane County trophy event, for stock chassis of 231 to 300 cubic inches, in which division there are now nine entries, viz.: Three F. A. L. cars, three Staver-Chicago, two Coles and Maisonville's Corbin.

ENGLEWOOD COUNTRY CLUB.

Match play against par was the order of the day at the Englewood Country Club yesterday, and A. S. Ridley was the only one of the field to outplay his theoretical opponent, finishing 1 up.

The results follow:

A. S. Ridley, 1 up; W. S. Stafford, 1 down; W. Sayer, 1 down; J. W. Porter, 2 down; J. R. Boyce, 2 down.

Speed Kings May Not Race

Fiat Company Disclaims Control Over Bordino for Match Contest with Burman.

There is little prospect of a match race between Bob Burman, who holds the world's record for the fastest single mile, and Bordino, who drove a mile in 31 seconds in a 300-horsepower Fiat the other day on an English track. Burman, through his manager, E. A. Moross, issued a challenge to Bordino about a week ago, asking him to come to this country and race against Burman, who purposed driving his Blitzen Benz, in which he made the record mile at Daytona.

The challenge was sent to the Fiat Automobile Company, in this city. A letter from that company to Mr. Moross makes it clear, however, that the Fiat car driven by Bordino is not under control of that company. The letter says:

"Mr. Bordino is not at our command, neither is the car subject to our orders. Should this gentleman bring this car to this country, no doubt he will enter it in events that you would also try for."

This letter is signed by E. R. Hollander, a member, incidentally, of the contest board of the Automobile Club of America and one of the best sportsmen in the country.

When Mr. Moross received this letter he caused Burman to cable the Fiat plant at Turin, the European section of the Fiat company. No reply has been received to that cable message.

HUDSON BUSINESS BOOMS

Company Has Its Biggest Year and Refuses Orders for Cars.

The Hudson Motor Car Company, of Detroit, reports that on July 1 it closed the biggest year's business in its history. Since June 20 it has not had a 1911 automobile. Every machine it has built in the last two years had been sold and shipped by that date and it had refused some two thousand orders for 1911 cars because it had to put its men on 1912 work. For two weeks its immense finishing floor was absolutely bare. Down on the lower floor the 1912 cars were being assembled, and these are now on the upper floors being finished for shipment.

Practically the entire prospective output of the factory for 1911-'12 is already under contract. Early in June dealers from big cities and from places near Detroit visited the city and contracted for more than three-fourths of the year's output.

MANY ENTRIES FOR CLIMB

Big Cars Will Try to Beat Time Up Dead Horse Hill.

The next important fixture on the motoring calendar will be the Dead Horse Hill Climb, at Worcester, Mass., on August 12, held under the auspices of the Worcester Automobile Club. So few hill climbs have been held this season that motorists are showing unusual interest in this climb. Because of the number of crack drivers entered, it is a matter of speculation as to whether or not a new record for the hill will be established. The present record is held by F. N. Baldwin, who made a mark of 54 seconds flat with a Stanley steamer in 1908. The fastest time ever made by a gasolene car was by Caleb Bragg last year, when he covered the course in 58 seconds flat in his 90-horsepower Fiat.

Efforts are being made to put the one mile course, which has a grade averaging from 8.3 to 12.2 per cent, in shape so that record breaking will be possible. The Worcester Automobile Club has decided to begin the programme at 1:30 o'clock p. m., but should the number of entries be too large to run off in the afternoon part of the contest will be started in the morning. During the past week several new entries were made, among them being a couple of fast Simplex cars, which were entered by amateur drivers. Negotiations are under way to secure Louis Disbrow to compete with his Pope Hummer, and several other speedy drivers have signified their intention of entering.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

Warren 1912

Now Ready to Make Deliveries

The Warren Has "Made Good"

wherever it has been sold—and it will continue to make good because every Warren has back of it a service—a factory *service* and a dealer *service* that is unique in Automobile history.

"Standard Construction But More Than Standard Value."

A Champion Car

Recall the Warren record for 1911, and you will remember that it established its title as one of the staunchest, fastest, best built stock cars in America. You will remember that it holds two official American records for five and ten miles in the 161 to 230 piston displacement class—that it went through the racking, tearing strain of that famous 24-hour race at Los Angeles on April 9th last, covering 1167 miles in 24 hours without a single motor adjustment or tire change, establishing a world record for mileage and speed.

Recall the dash of the Warren "Wolverine"—a thirty horsepower car traveling from Detroit to New York City and back in the dead of winter—over a thousand miles through snow and ice; the same car later crossing the continent, doing over forty thousand miles and wearing out three sets of drivers and correspondents.

Favorite in "Auto Capital"

Ask the people of Detroit—where sixty per cent of the world's automobiles are made—what they think of the Warren, and they will point to the large number of Warren cars on Detroit streets and tell you that for the season of 1911 Detroiters gave the Warren preference. They will tell you that the Company is ultra-conservative. That it has never failed to meet a promise; that it never made a promise it didn't know in advance it could keep. That it has never sacrificed quality for low price—has never hesitated to spend money on improvement—has been quick and eager to take advantage of every practical advance in automobile engineering, but always adhering to the proven, the tried-out, the practical.

They will tell you that this policy of refinement and improvement has brought their cars a reputation for durability, reliability, simplicity and economy. They will tell you that the factory is managed by practical automobile men who know the automobile business thoroughly.

Warren Owners Boost

Ask any Warren owner what he thinks of his car. He will tell you that it has made good—that it is capable of duplicating any record made by any Warren on track or speedway. Keep in mind the fact that the Warren has always made good—and you will appreciate why this 1912 announcement without adjectives or flourishes of any kind is of vital interest to every one contemplating the purchase of an automobile.

The Warren Company has always dealt in facts—it has never been bombastic—never claimed the earth—has always and everywhere fulfilled its promises.

Finer Finish—Full Equipment

Warren models for 1912 have the staunchness, stability, quality, reliability, power and speed that distinguished Warren cars the past season, but added to these features is mechanical and detail refinement wherever possible. The 1912 motors are even more flexible, more eagerly responsive, more silent. All the valves are inclosed within an aluminum case, keeping the oil in and shutting out the dust, dirt and sand, contributing to durability. The springs in the 1912 cars are more flexible, more resilient—easier riding, because they are longer and wider, and each leaf thinner and of especially tempered spring steel, giving more strength with flexibility. The fine thing about the Warren proposition is that all cars come completely equipped.

THREE GREAT WARREN MODELS FOR 1912

All Completely Equipped—Immediate Deliveries

Warren "12-40" $1700

Detachable fore-doors and ventilators. Muffler cut-out, 34x4-inch tires, demountable rims, tire irons for one extra tire. Searchlight gas tank with enameled steel shell, three oil lamps and two gas head-lights, black enameled. Coat and robe rail and foot rest. Two complete and distinct sets of ignition—Bosch magneto, high tension distributor, and eight separate spark plugs.

Brief Specifications

116-inch wheel base. 34x4-inch tires. Demountable rims.

Motor 4¼x4¼-inch bore and stroke. Three-bearing crank shaft and integral three-bearing cam shaft. All valves enclosed with removable aluminum hand plate. Crank case, oil pan, valve covers, water jacket, fan bracket, all aluminum.

Transmission—Chrome vanadium steel gears carried in one-piece aluminum case; cam shaft and countershaft on roller bearings—bearings as large as those used in 50-H. P. cars.

Clutch of well known Warren cone type, with extremely wide face and adjustable slip springs.

Front Axle drop forged "I" Beam, equipped with Timken roller bearings.

Rear Axle full-floating type; one-piece pressed steel housing; differential removable by simply removing cap and shafts. 14-inch brake drums and torque rod of unusual strength. Two large Spicer joints on propeller shaft.

Double drop pressed steel frame providing 10½-inch road clearance and giving stylish low-hung appearance.

Cooling is by the highest grade cellular type radiator, centrifugal pump and six-blade sixteen-inch fan. **Heating trouble is unknown on Warren cars.**

Springs: Rear, three-quarter elliptic 48 inches long by 2¼ inches wide; front, semi-elliptic, 38 inches long by 2¼ inches wide. These specifications can give you no real idea of the big value in this car—to judge it fairly you must see it.

Warren "12-35" $1500

With Warren Silk Mohair Top, Top Cover and Automatic Windshield.

Five-passenger Touring Car.
Fore-Door Roadster.

Detachable Fore-doors and ventilators. Muffler cut-out, 34x3½-inch tires. Universal Quick Detachable rims. Searchlight gas tank, 3 oil lamps and 2 gas head-lights, enameled, enameled horn. Coat and robe rail and foot rest. Also includes two complete and distinct sets of ignition—Bosch magneto, high tension distributor, and eight separate spark plugs. Complete set of tools.

112-inch wheel base. 34x3½-inch tires. Universal quick detachable rims.

Motor 4¼x4½-inch—all valves enclosed—removable in a few minutes for grinding, etc.; oil-retaining and dustproof. Crank case, oil pan, valve covers, water jacket, fan bracket—all aluminum, making for light weight.

Transmission—Nickel Vanadium steel gears and shafts mounted on roller bearings carried in aluminum case.

Clutch of our well known cone type.

Front Axle—Drop forged; extra large, same as used on cars of 50-H. P.

Rear Axle—Semi-floating type, nickel steel shafts 1⅝-inch diameter; 12-inch brake drums.

Springs: Rear, three-quarter elliptic 48 inches by 2 inches wide, front, semi-elliptic, 36 inches by 2 inches wide, giving remarkably easy riding qualities.

Steering Gear—A revelation in ease of steering.

Every detail of Warren cars specially designed. Body is unusually roomy—seats five passengers with ease. Aluminum foot and toe boards. Entire control inside and lots of room to operate. Tilting cushions in all seats; deep, comfortable unholstering and fine, high-quality finish.

Warren "12-30"

Four Styles of Bodies All on One Chassis.

This is the famous car upon which the Warren reputation was built, refined, improved. Fore-doors added to all models. Note—The new prices include full equipment.

Warren "12-30"-D Round Tank Roadster, with fore-doors, top and windshield **$1125**

Warren "12-30"-B Demi-Tonneau, with detachable fore-doors, silk mohair top and windshield **$1250**

Warren "12-30"-C Five-Passenger Touring Car, with detachable fore-doors, including silk mohair top and windshield **$1250**

Warren "12-30"-F Torpedo Type, including silk mohair top and windshield **$1300**

All prices f. o. b. Detroit.

Prices include Bosch high tension magneto, high grade coil, 8 separate spark plugs, 34x3½-inch tires; Universal Q. D. Rims, 3 oil lamps, 2 gas lamps, horn, tools, jack, and generator.

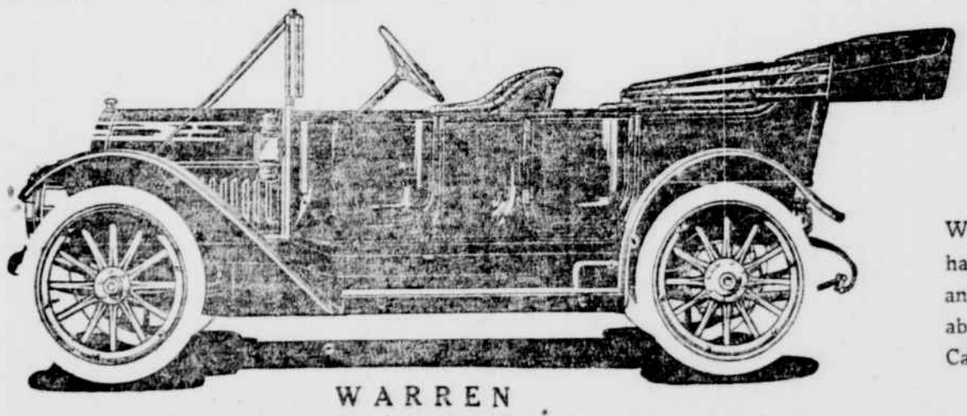
Touring Car and Torpedo type are equipped with coat and robe rail. "12-30"-F is equipped with searchlight gas tank instead of generator.

Wheel base, 110 inches.

Motor, 4x4¼ bore and stroke. Cylinders cast en bloc.

You Must See Them to Judge the Values

IT is impossible to get a real idea of Warren values through reading the specifications. You must see the cars themselves—sit in them—note the comfort of the seats and the flexibility of the springs—note the equipment and finish. We assure you that you will do well to withhold placing your order till you have had a chance to see the Warren line. We promise you big value and we have never disappointed or failed to fulfill a promise. Shall we send you the handsome 1912 Advance Announcement? Write for it today.



WARREN

"12-40" Fore-Door Touring Car, with Warren Silk Mohair Top, Top Cover and Automatic Wind Shield, and Full Equipment Listed Above. **$1700**

Write at once and get the handsome 1912 Warren announcement telling all about the 1912 Warren Cars.

Warren Motor Car Company, Detroit, Mich.

A WORD TO DEALERS: There is always room for high-class dealers in the Warren organization. Get in touch with us at once, it will pay you. Pay you because the people want Warren cars—pay you because Warren cars always make good and are extraordinary value for the money. Write or wire us at once in reference to territory.