The electrical plant in the new Cadillac not only accomplishes what heretofore has been accomplished in a less efficient manner by separate systems, but it goes further and includes in its functions a feature to which motorists have long been averse—a self-contained starter which obviates the necessity of cranking by hand. The plant consists of a compact and powerful dynamo operated by the energy of the magneto and charges the storage battery. For starting the engine, the dynamo is temporarily and automatically transformed into a motor, the current to operate it being furnished by the storage battery. To start the engine, the operator after taking his seat in the car, simply retracts the spark lever and pushes forward the clutch pedal. This automatically engages a gear of the electric motor with gear teeth in the fly wheel of the engine, causing the latter to "turn over," thereby producing the same effect as by the old method of cranking. As soon as the engine takes in charges of gas from the carburetor and commences to run on its own power, the operator releases the pressure on the clutch pedal, the electric motor again搭档 its connection with the fly wheel and the car is ready to be driven. The electric motor thus becomes a dynamo or generator and its energy is devoted to ignition and to charging the storage battery. The storage battery has a capacity of 10 ampere hours and as soon as that capacity is reached, automatically ceases. Prerequisite to the storage battery being able to supply sufficient capacity to operate the starting device and "turn over" the engine about twenty minutes, although for this purpose more than two or three. In fact, the Cadillac engine so frequently starts on the spark that the use of the electrical starter is not always re-
quired. The storage battery also supplies the current for lighting. The car is equipped with two Gray & Davis electric head lights with adjustable fresnels, two front and rear lights, and dual outside lights. The dynamo also supplies the current for ignition. Up to 200 to 300 B. P. M. the ignition current comes from the storage battery; above that speed the current is direct from the dynamo through the high tension distributor to the spark plugs. For ignition purposes the dynamo performs not only all of the functions of the most high-
developed magneto, but possesses even greater effi-
ciency, having more flexibility and a greater range of action. When compelled to drive slowly in crowded thoroughfares, over very bad roads or on hills, with the magnetic motor, the operator may still control his motor because the magneto is not being driven fast enough to gener-
ate current, and it becomes necessary to switch to the battery—if he has one. With the Cadillac system, it becomes necessary to drive so slowly that sufficient current is not generated by the battery automatically cut in. When the speed is increased the dynamo again automatically takes hold. It wholly obviates the need of the driver's keeping constantly on the alert to prevent the occurrence of a dead battery. In addition to the installation described, the Cadillac is provided with the aux-
iliary Dolby system with dry cell current which has proven so satisfactory in the past. The extra system is separate and distinct, with its own set of spark plugs and in itself is thoroughly efficient for running the car, entirely independent of the main system. The entire electrical plant has been designed with a view to compara-
tive and efficiency. It is designed with the idea of simplicity and positive light. It is designed to obviate to the greatest possible degree, the necessity of atten-
tion. Above all, it does what it is designed to do.

This car is now on exhibition at and being demonstrated by the

DISCHNER AUTO CO.

Unlimited Death Often Prevented

Furnishings and decorations have been made by well-known "famous people of the town, and have been in charge of the Misses Harriet D. Thompson, Miss Margaret G. Colton, Miss Alice S. Kenyon, and Miss May C. Kenyon, who, with the help of their friends, have made the entire affair a success. The table was set by Miss Frances C. Kenyon with the flowers being supplied by Miss Ada M. Brown, and the decorations by Misses Mabel B. Colton, Miss Alice S. Kenyon, Miss Frances C. Kenyon, Miss Harriet D. Thompson, and Miss Margaret G. Colton, who also furnished the flowers. The dinner was served by Misses Harriet D. Thompson, Miss Margaret G. Colton, Miss Alice S. Kenyon, Miss Lila E. Thompson, and Miss May C. Kenyon. The table was beautifully set and the flowers were arranged with great care and attention. The room was filled with flowers and decorations, and the atmosphere was pleasant and inviting. The guests were seated in comfort and enjoyed the excellent food served. The dinner was a great success and was enjoyed by all who attended. The entire affair was a credit to the town and to the committee in charge. The committee is to be commended for their hard work and dedication in making the dinner a success. The town is to be thanked for their generous support and for making the dinner possible. The dinner was a great success and was enjoyed by all who attended. The entire affair was a credit to the town and to the committee in charge. The committee is to be commended for their hard work and dedication in making the dinner a success. The town is to be thanked for their generous support and for making the dinner possible.