

NEBRASKA LEADS IN AUTOS

One Machine to Every Forty-Five People Now the Count.

SOME INTERESTING FIGURES

Reliable Statistics on the Automobile Industry Shows Enormous Growth, with Indications of Its Permanency.

Nebraska has the largest per capita distribution of automobiles of any state in the union. According to authentic statistics recently compiled and published in the Automobile, the leading trade journal, there is one automobile for every forty-five persons in the Cornhusker commonwealth. In the District of Columbia the distribution is one automobile for every thirty-five persons. South Dakota also has one machine for every forty-five. The District of Columbia not being a state, though having the largest number of machines per capita distribution, gives way to Nebraska and South Dakota. Indiana has one car for every sixty persons. Iowa, Maine and New Jersey have one machine for every sixty persons, equalling Indiana in this respect. The per capita distribution of machines in North Dakota is one automobile for every seventy-five persons. Massachusetts, Michigan, Ohio and Oregon all are tied.

Maine Leads in Increase.
To the surprise of many Maine leads the whole country in percentage of increase in automobile registration, having 77 1/2 per cent since January 1, 1912. The only state showing a decrease in automobile registration is New Jersey, which during the last year has lost 5,288 machines, including sixty trucks, which in all probability were those of the big New York and Philadelphia department stores. These firms, as non-residents, are not obliged to register under the new law recently enacted.

Commercial vehicles have increased considerably in number, as was predicted last winter. The country's total jumped from 25,451 in December, 1911, to 31,574 by July 1, 1912.

New York state leads in the registration of both pleasure and commercial motor cars. The total registration of commercial cars is 7,577, the total number of all cars being 92,407. California is second in line with a registration of 78,903.

American manufacturers produced 352,559 self-propelled vehicles during the year from July 1, 1911, to July 1, 1912. The approximate figures are as follows: Gasoline pleasure cars, 238,393; gasoline trucks, 15,600; motor fire apparatus, 700; electric pleasure cars, 6,000; electric trucks, 1,000.

Great Britain takes a great many American made cars, the value of the exports to the United Kingdom for 1912 up to June 1, amounting to \$2,476,917. As compared to the imports from the United Kingdom, the business done in automobiles by the United States is far ahead of that done by our English brethren. The imports from Great Britain into the United States amounted during the first five months of 1912 to only \$183,271.

We Lead in Exports.
The American made automobile has established itself firmly on foreign shores. Not only do the figures given with regard to export and import trade with England show this, but other statistics detailing the business with France, Germany, Canada and other foreign countries present the American automobile business in a favorable light. In fact the United States has settled into first as the leading automobile exporting nation of the world. The value of the exports of automobiles and parts from our shores to foreign countries is steadily increasing, while the value of the imports is correspondingly decreasing.

The number of companies incorporated during the last six months for the purpose of manufacturing automobiles and parts and for renting automobiles, running motoring truck and bus lines, conducting and running repair shops and manufacturing and selling accessories—801—gives a fair idea of the activity in that field since the first of the year. The total number of those incorporated during this year as intending to manufacture and sell automobiles and parts is 449, while the others amount to 352. The total capital invested in these companies is something to marvel at, the figures given being \$126,959,740. The capital of those formed to make and deal in cars and parts aggregates \$70,291,700, while that of the other concerns is \$56,668,040.

Not Too Many Makers.
With all these companies forming and with the demand for cars increasing, the next year will not see any too many makers of motor cars. During the last six months all factories have been going at a capacity rate without being able to supply the demand. In Omaha dealers have sold all their cars and have been forced to make intending buyers wait. The growth of the automobile industry is so great—and particularly is the trade in this state, as the figures given in the beginning of this article show—that the increase in factories now will do no more than to help supply the great demand. The Omaha representatives of one large automobile manufacturer sold more cars during the fiscal year, September 30, 1911, to September 30, 1912 than any other agency of his firm with the exception of Los Angeles, which surpassed his record by a few cars.

Sales Are Enormous.
In order for the registration of automobiles to increase so wonderfully during the last six months the sale of automobiles had to be enormous. These sales, of course, have meant a greatly increased production of cars. An interesting side to the output total is the fact that a larger percentage of it than ever is made up of small, low-priced cars, two companies alone turning out over 50,000 machines during the year, July 1, 1911, to July 1, 1912. This also has another effect on the situation, that is, with reference to the average price of the American-built car. This price has been steadily declining ever since 1907, the year in which it attained its highest level—\$2,137.56. Last year it was \$1,245.90, and this year it has dropped to \$1,073.10. The small cars form the bulk of the automobile exports of the country, the average price being \$877.88. The difference in the average price caused by the wide use of the higher priced cars in the United States is significant.

Factories Well Formed.
The enormous output of the small machines as compared to the larger ones points out another interesting fact. This is the degree to which the American automobile factories have become organized, systematized and standardized, so that everything works along smoothly, resulting in a large output, which, however, is not of a spasmodic character in spite

of its magnitude. The last six months have been very busy ones for the industries, almost every factory in the field doing something with a view either to increasing its capacity or bettering its appointments and equipment. A great many of them have been putting up additions, some large enough to double the former capacity of the establishment, while others have built or leased new factories, finding their previous quarters too small for their rapidly increasing business.

Gossip Along the Automobile Row

Thomas D. Murphy of Red Oak will receive a "48" Pierce Arrow 1913 model from the H. E. Fredrickson Auto company this week.

A. E. Starke of Red Cloud passed through Omaha last week in a Rambler roadster on his way from Milwaukee to Red Cloud. He reported the roads through Iowa to be in excellent condition and that the farmers and business men along the way were marking the roads for the convenience of tourists.

The Omaha Tire Repair company reported a brisk business for last week. Everything in the equipment of this firm is up-to-date and the force in charge is made up of experts in their line of work.

A 1913 model six-cylinder Stearns-Knight will arrive at the Wallace Auto company next week. This car is said to be the best word in modern equipment.

H. R. Low of Omaha is now included in the force of salesmen at the Fredrickson Auto company.

John Plack, president of the City National bank, is now chugging about town in a new Cadillac. The car is a 1913 five-passenger machine.

The Schlentz brothers of David City were visitors at the office of the Powell Supply company last week. They report a heavy sale of cars in the rural districts this summer.

A good business in Valle cars is reported by Manager Lindsey of the auto department of the John Deere Plow company. A special exhibit of this machine in machinery hall at the state fair at Lincoln drew much attention.

J. J. Deright has been busy during the last two weeks selling six-cylinder seven-passenger Locomobiles. Most of these cars sold have been equipped with touring and limousine bodies.

A new cement floor has been laid in the salesrooms of the Cole Motor Car company at 1510 Farnam street. The floor has been painted a light green color and a system of sprinkling has been arranged so that it may be easily washed.

H. E. Fredrickson will receive a couple of six-cylinder Chalmers 1913 cars soon. So far this month local sales of the Chalmers machine have been enormous.

The Western Auto Supply company reports a steady demand for Klaxon auto horns, both locally and in the rural districts.

G. W. Meeker, retired banker at Lincoln, purchased a Marmon from the Marion Auto company here last week.

George Francis of South Omaha recently purchased a 1913 four-passenger Moline from the local agency.

A big order from Ogden for auto supplies was received last week by the Powell Supply company.

The Marion Auto company received a shipment of Standard Electrics last week.

Clarke Powell, secretary-treasurer of the Omaha Auto Show association, expects a visit from H. E. Haws of the Panhard Oil Manufacturing company this month.

A. B. McGowan, sales manager for the J. J. Deright Auto company, has gone to Sioux City to accept a position with one of the automobile firms there.

E. C. Baird of Arcadia, Neb., purchased a Little Six Mitchell last week. Cy Warren of Superior also bought one of these cars.

F. C. Jones of Lewis, Ia., drove through Omaha the other day on his way home from points in North Dakota. His mileage for the trip to North Dakota and return showed 1,537 miles.

Dick Stewart returned last week from a 2,000-mile auto trip through eastern points. He drove a Big Six Mitchell.

The Travnor Auto company has taken over the agency for the Lion car, formerly held by R. P. Held.

D. C. Olmsted, formerly of Kansas City, is now working with Doty & Hathaway, successors to R. R. Kimball.

Miss Lela Conley of Council Bluffs purchased one of the first fall delivery cars last week from the Mitchell Motor company here. The machine is of the limousine type and is fitted with a fifty-five-horse power Mitchell chassis. Wood trimmings of the car are in mahogany and the upholstery is in done in whipcord and broad-cloth in a dainty shade of Newport gray. Miss Conley also owns and drives one of the Big Six Mitchell open touring cars which she purchased this spring. She made a very successful run to Denver, St. Joseph and Sioux City in this machine.

Dr. H. F. Hartley of the Anchor Fire Insurance company recently purchased a Cole speedster.

John H. Smith of David City bought a Big Six Mitchell last week through the Schlentz Bros. Auto company of that place, who had the machine delivered from the local Mitchell salesroom.

Preparatory for the Ak-Sar-Ben festivities and 1913 exhibit of motor cars, Herold Sobotik has put in a supply of several thousand Ak-Sar-Ben pennants as well as a number for every make of car sold in Omaha.

To Dissolve the Union
of stomach, liver and kidney troubles and cure biliousness and malaria, take Electric Bitters. Guaranteed. Only 50c. For sale by Beaton Drug Co.

DEALS WITH THINGS OF PAST

Wonderful Collection of Things in Omaha Public Library Museum.

RELICS THAT DEAL WITH PAST

One Entire Floor Given Over to Contributions, Many of Which Tell the Stories of Ages that Have Gone.

The museum of today has a part in the general plan of school education and is able to meet its responsibility according to the support it receives. This support may result from an accurate knowledge of facts and a desire to spread that knowledge, as well as from the ability to give financial aid. Of course, there are people even now, who think that a museum is a cold storage warehouse for works of art or otherwise. These seldom venture inside its doors. Then there are those who allot a given time, half an hour, perhaps, to "doing" the museum. They never need to go again. And there are some who patiently and conscientiously look and attempt to read every label, only to give it up after the nineteenth, suffering from museum fatigue.

It is quite possible to have an intelligent idea of Omaha's museum without having either the tourist attitude or the desire for deep research. The collection is not large enough to compare with those of older cities, but it is now at the point where an intelligent interest on the part of the people of the city, and some of those outside Omaha, can make it a collection worth while in the eyes of the studios as well as the curious.

For instance, you should know these things about your museum—do you?
The Byron Reed collection of over 5,000 coins and medals ranks among the three or four finest in the United States, and contains foreign coins as well as specimens of all the United States coins cast up to the time of Mr. Reed's death in 1893.

Occupies Entire Floor.
The museum occupies the whole top floor of the library building. One room contains a collection of Indian articles, nearly all of Siouan tribes, but with a good beginning for an Alaskan collection. Everything in this permanent collection was the gift of General Charles F. Manderson. A valuable collection of Indian relics is loaned by Mrs. William R. Morris. Mr. Robert F. Glider has placed one case of articles obtained from his own excavations of the "caches" of aboriginal homes in Washington, Douglas and Sarpy counties.

A collection placed by the Daughters of the American Revolution gives many interesting side lights on the history of colonial times.
Besides the valuable historical collection in the Byron Reed room, a collection of local historical interest has been started in the museum, and includes photographs of Omaha as early as 1837; records and relics of the Pioneer Hook and Ladder company, instituted in 1860; the sign of the first post office in Omaha, etc. Of course, there are any number of photographs and other reminders of the Trans-Mississippi Exposition of 1893.

Two hundred mounted specimens of Nebraska birds form a good beginning for a valuable collection which in time will include all the 400 or more birds found in this state. There are also about 200 nests of bird's eggs.
Ores and Minerals.
There is a fairly complete collection of good specimens of common mineral ores; the Cleburne collection of fossils is complete and carefully labeled. The Cleburne herbarium has specimens of pressed flowers which are well preserved, and have all possible information about each specimen.

Another case is filled with most murderous looking weapons from the Philippines, nearly all loaned by M. C. A. Anderson, a member of the Thurston Rifles of '98. There are many other queer Philippine articles, from charcoal stoves to flutes and raincoats.
The Samuel Burns case of pottery has valuable pieces of old Chelsea china used in the Burns family since 1760; old Dresden of 1744, old English Ivory, as well as Dutch, French, Chinese and Irish pottery.

The art gallery contains the paintings purchased at the time of the Trans-Mississippi exposition, as well as those purchased since then by the Omaha Society of Fine Arts.
The lecture room is used almost constantly during the school year by classes and societies. Stereoscopic lectures and story hours appeal to the children, classes and lectures to older people.

Many Things Not Listed.
These are the bare facts; you cannot appreciate them unless you see for yourself these and the scores of things that it would be impossible to list. And what is the use of all these things? Both pleasure and profit. It is a satisfaction to many, especially the pioneer citizens, to see objects of real historic value placed on exhibition with other similar relics of early history in Nebraska. The profit is in preserving such objects, while they are still obtainable.
But the most obvious benefit of the museum should be direct help in education, through the attendance of school children. A museum furnishes some actual evidence of the things we read about in books; the lantern slides give more impressive illustrations than any book. In many of the larger cities, schools and museums are working together after the manner of classroom and laboratory; in Milwaukee the school board pays the museum a fixed sum each year for the services of the museum lecturers. Other cities have made arrangements for each grade in the public school to spend one or more half days each year in the city museum, under the guidance of teachers or the museum instructors.

In Omaha there is very little difference in the attendance of the children in summer and winter; they come alone and learn what they can. In summer, lists of birds' eggs are in demand; birds themselves are to be identified; Indian arrowheads and scalps are just as interesting as in winter.

Just here is the point where the museum might be of more value, but cannot without the co-operation of parents and teachers. There is not, after all, very much to be gained from awestruck tipping from one room to another, seeing only things that are startling, such as mummies, alligators and suits of armor and leaving unseen dozens of other equally interesting things, if one only knew about them.

Found in Lecture Room.
Instead of such hap-hazard visits, it is quite possible to use the museum in a way which leaves a more lasting impression. This can be done most easily by the teachers, if they use collections in connection with their school work. This does not mean that it is necessary to bring a hundred children and spend a half day, as would be possible in a large museum. But to take one example—the

NEW SECRETARY OF REPUBLICAN COMMITTEE



Amos H. Thomas, new secretary of the republican state central committee, is a graduate of the University of Nebraska with the law class of 1909. He has been engaged in the practice of law in Omaha with the firm of Crofoot & Scott since graduation. During his university course young Thomas was actively interested in politics, both college and city. Since coming to Omaha he has been closely identified with the work of the republican party in Douglas county, and for the last two years has been a member of the Douglas county central committee.

Amos Thomas is not yet 30 years old. His home is at University Place, Neb. Before taking the law course young Thomas was graduated in engineering and went south for two years. His health did not permit his continuing in this work, and he returned to Nebraska to complete a course in law. In the university he was associated with student activities. He was a member of Phi Delta Theta and Phi Delta Phi, the legal fraternity.

collection of birds. It would be an easy matter to help illustrate part of the nature study course, by taking a group of children to the museum; having a case opened if desirable, helping identify the most common varieties and illustrating from protective coloration to the influence of environment. A class in botany might use the Cleburne herbarium for identification or comparison; it has excellent illustrations of the variations of the same species in different localities. Other cities allow such work to be done during school hours, to lighten instead of increasing the burden of work for the teacher.

The lecture room, seating 125, with the oil below a certain grade it not sold use of the stereopticon and any of the library collection of lantern slides, is free for the use of the teachers and classes. Anything within the power of the museum authorities will be done as willingly as by the library proper. It is merely necessary for teachers wishing to use these privileges to make arrangements in advance.

Of course, many collections are not complete. There are dozens of things which the museum should have and has as yet. But a museum is not a dead institution, unless forced to be. The way to obtain more and better collections is to use and show an interest in those already there. It is through present use that we may find what is necessary and desirable for the future.

More Room is Needed.
Through past use, these things have already been proved to be necessary; they may become possible if the people of Omaha are sufficiently interested.
First and always, the museum needs more room, with additional cases to allow for expansion. At present every case is full, with no room for more. Once there is room for expansion, it will be an easy matter to find material to fill

the space. An Omaha room, a children's room and a natural history room are those most needed. This extra space is impossible in the present quarters, unless the building is enlarged. Even then the additional space would soon be exhausted.
Second, an elevator. No museum on the third floor of a building should be expected to survive, when all specimens, not to mention visitors, must go up and down by means of the stairs.
Third, a fund from which necessary additions and improvements can be supplied when necessary, instead of depending entirely upon gifts or the elasticity of the library fund. It should not be expected that the library appropriation should cover museum expenses also, and definite allowance should be made from some other source for museum equipment, purchases and salary of a curator. It is hardly fair, of course, to compare conditions here with those in New York, but the fact that it was forty years ago that the Metropolitan museum was put on a good financial basis, ought to offset our smaller city and newness. In 1872, when the Metropolitan museum was started, the state legislature of New York granted \$15,000 a year for its expenses and all the expenses of the museum were thus met by the state legislature until the museum was 25 years old, when a purchasing fund of \$5,000,000 was left to the museum by bequest.

Started with Exposition.
The Omaha museum was started in 1898. When a letter was addressed to the "exhibitors and concessionaires of the Trans-Mississippi exposition, asking for gifts of any articles from the exposition, and offering a place for them in the library building. General Manderson said that this would be all the space they would ever need. The appeal met with a generous response, and the collection started then has been steadily increased. Interest has always been shown in the collection, and today, if a plea for additional material for the museum were issued, there would be a whole-hearted response, as before. But that part which might be called the museum machinery, the sustaining power, has necessarily been neglected to a great extent, and is of very nearly the same measure as in 1898. After fourteen years Omaha should be able to provide something better. Every available bit of space has been used; every possible appropriation has been made from the library fund, and still the museum lacks many absolutely necessary things. If we are to encourage interest, there must be room to allow for an increase in usefulness on the part of the museum. The first step is to know the museum.

Substitute for Air in Tires Now in Omaha
It is said that an experienced motorist would as willingly ride in a dump cart as upon inferior tires lacking resilient features. Although many substitutes for air in pneumatic tires have been placed upon the market, most of these sooner or later developed some disadvantage, causing the car owner to return to the air filled tire. The world over, men have investigated and experimented with all sorts of air substitutes, with varied success, until a Chicagoan invented Esenka, a resilient rubberless composition impervious to boiling, freezing and any degree of pressure. Long time experiments in touring cars and delivery service running into thousands of cars has shown this remarkable Esenka to be in exactly the same condition when removed for examination as when placed in the casing.

H. A. Drew has taken the agency for this locality and secured a Farnam street location. The material is not liquid nor sticky and can readily be removed in a few moments and replaced with air.

PARKS IS NOMINATED BY COLORADO REPUBLICANS

DENVER, Colo., Sept. 14.—Unofficial returns from many counties in the state received at state republican headquarters today practically assure the nomination of C. C. Parks, regular, for governor, over P. B. Stewart, progressive. According to State Chairman J. F. McDonald, the figures give Parks a lead of 1,777.
The republican headquarters conceded the election of Ben Griffith, progressive, for attorney general, but claims the remainder of state, congressional and senatorial candidates for the regulars.

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Chalmers 1913
MOTOR CARS 1913
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The Chalmers Self-Starter has moved woman from the tonneau to the driver's seat. It has given her equal rights with man so far as the automobile is concerned.
It has done away with the strain and danger of cranking and has made the Chalmers a man's car that his wife can drive.
Instead of standing idle in front of your office or in the garage during the day your car may be in constant service. Your children are not forced to wait till Sunday for you to take them riding. Your wife can take them for a daily Chalmers gallop into the country and bring them back with the sparkling lustre of health in their eyes.
The Chalmers Self-Starter increases the efficiency of your car. You never have to get out in front, in rain, mud or snow, risk the bones in your arms and legs and over-exert yourself in frantic efforts to start.
You simply press your foot on the self-starter button and drive away.
Statistics of insurance companies show that more than 75 per cent of automobile accidents were caused by cranking motors.
The Chalmers Self-Starter is particularly simple and reliable. It is operated by air pressure and is free from danger. It starts the engine exactly as it is started by hand, does the work better and has no harmful effect upon the motor.
Besides the Self-Starter here are other reasons why you should buy a Chalmers:
Electric lights, Turkish cushions, Nickel trimmings, Improved springs, Long stroke motor, Forward speed transmission, Electric up-holstery, Increased wheel base, Dismountable fms, Big wheels and tires, Dual ignition system, Speedometer, Special mohair top, Rain vision windshield.
Let us show you these cars at our showrooms.

"Thirty-Six"	\$2,000
"Six," 5-passenger	\$2,450
"Six," 7-passenger	\$2,650

(Prices include full equipment.)
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COME in and see the 1913 Paige Car and see for yourself just why we say it is the best automobile in the world for \$1000. The price hasn't been lowered. It could have been lowered a little, but that isn't Paige policy. It's Paige policy to put Paige savings back into the car. And that has been done. So come see this greater value.



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this year offers absolutely complete equipment, along with even more excellent general construction that ever before. Your Paige is ready for the road the minute you get it—ready to go anywhere. There isn't a single "extra" to buy. The "extras" are all on the car. Genuine mohair top, with side curtains and top cover, ventilating windshield, quick demountable rims (set of 5), tire irons, five lamps, Prest-O-Lite tank, horn, tools, jack, tire repair outfit—everything that you really need with an automobile.

And such a car! If you can buy any other like it for \$1000 we wish you would tell us about it. Roomy, handsome, finely finished, distinguished for its economical smooth-running and silent unit power plant. A wide choice of body types all built on the one Paige chassis. Five-passenger car, fore-door roadster, mile-a-minute type of race-about, and two handsome, stylish closed cars, the La Marquise Coupe for \$1500 and the Sultana Sedan, seating five, for \$1600, both the latter have full electric lighting equipment.

Immediate Delivery on all 1913 Models
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THE UNIVERSAL CAR

Every road is a good road to him who owns a Ford. It is not confined to the highways—it takes the by-ways always with equal ease. Anywhere a cart will go, there the Ford will carry you in comfort and safety—at a fraction of the cost.

75,000 Ford cars already sold this season—one-third of America's product. Four different bodies—all built on the one Ford chassis—five-passenger touring car—torpedo runabout—delivery car and town car. Get catalogue from Ford Motor Company, 1916 Harney street, Omaha, or direct from Detroit factory.

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