

Visitors Flock Into City for Auto Show at Auditorium

1925 Auto Show to Be Elaborate in Decorations

Master Workmen Have Auditorium Dressed Up in Glorious Colors; Blaze of Light.

"The 20th annual Omaha auto show opens February 14 and closes February 21 at the Omaha auditorium. This show will be worthy of attendance by every man, woman and child in Omaha," says A. B. Waugh, manager of the show and secretary of the Auto Trades' association.

"The automobile industry represents a vital part of our lives," says Waugh. "It means civic progress to us as citizens of Omaha and as such we must give it our fullest support." The committee has done much to make this show the best Omaha has ever had. The decorations are being installed under the supervision of J. B. Livingston, master of interior decorating. Livingston is one of the foremost of American decorators and was furnished by the Orchard-Whitcomb company for this work.

Unique Color Scheme. As to the general scheme of decorations the colors used are white, green and orange and the plan of decoration will be straight Pompeian with a touch of Egyptian and Greek festooning. The Auditorium will be a blaze of light with eight chandelier wheels, containing hundreds of lamps, dropped from the ceiling.

Each show has surpassed its previous season for over 20 years. Each year there are more and better cars sold as a result.

The motor car is now within reach of the ordinary citizen. It no longer is a luxury, but in most cases is classed as a necessity and in many an actual economy.

Many Omaha citizens have found it practical and economical to build beyond the reach of the street cars and busses. This has enabled them to have a garden patch where they supply the family with fresh vegetables all summer, thus cutting the food bill and high taxes.

Two Big Orchestras.

There are two big orchestras, Hugo Heyn's and Eddie Kahn's, engaged to furnish music and entertainment features. In addition to the main show there will be an exhibit of accessories and radio apparatus on the stage which is approached by two big stairways, the better to handle the crowds, which are showing promise of beating all records.

WITT DIRECTS SALE OF FLINTS

Frank E. Witt, general manager of the Chicago Flint company for the last two years, has been appointed general sales manager of the Flint Motor company, Flint, Mich., with headquarters at the factory.

Mr. Witt has had a meteoric career in the automobile business. Eight years ago he entered the field as a salesman, his record soon elevating him to the position of executive. His first important position was as assistant general manager of the W. C. Auble company, distributors at that time for the Durant and Star.

When the Chicago Flint company was organized, Mr. Witt became general manager. It was the enthusiasm and efficiency shown by Mr. Witt in perfecting a large dealer organization in the territory controlled by the Chicago distributor that brought his work to the attention of W. C. Durant and W. E. Holler, president and general manager, respectively, of the Flint Motor company, and resulted in the appointment just announced.

The Flint Motor company has finished its first full year of operation. More than 23,000 Flint cars have been delivered to date, having an aggregate retail value of more than \$34,000,000.

The plant of the Flint Motor company is now completely equipped. A new administration building has been erected, furnished and occupied, and the company feels that it is now in position to increase its production and secure great distribution throughout the entire world.

Mr. Witt plans an aggressive sales program with the idea of securing the widest possible distribution of the Flint.

HIGH PRICES AT GERMAN SHOW

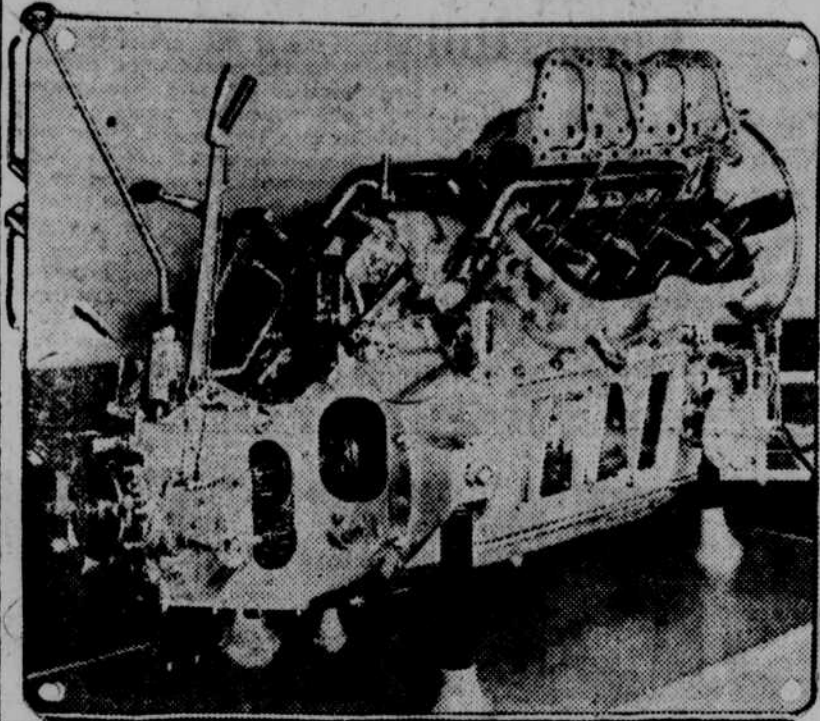
The German motor car exposition, which was recently held in Berlin, failed to show any car selling at a reasonable price, nor did it reveal any striking improvement in standard design of body or engine. On the contrary, emphasis was laid on a car selling for \$10,000, and the only novelties were of the freak variety, according to an Associated Press cable.

The lowest priced car sold for \$2000 and the higher ones for \$5,000 and \$10,000. There seems to be a good local market for the best of the industry has to offer, for the agent of the producing company said they were too busy with the home demand to think about export. They were building for sturdiness and durability, he declared.

The Germans are coming to see that they must standardize production to keep down costs. Until recently there has been almost no quantity production of parts; now certain firms arrange together to have certain parts made wholesale from mutually accepted specifications.

Among the freaks was a tapered car with one headlight and the motor in the rear, and a heavy car equipped with berths, kitchenette, shower bath and furniture.

Motor of the New Cadillac



The Cadillac V-type, 90 Degree, Eight Cylinder Motor—This marvelous Cadillac power plant is featured in a cut-open chassis at the Cadillac exhibit in space number one at the show. This motor as well as all the other moving parts is shown in operation and a special representative from the Cadillac Motor Car company has been engaged to thoroughly demonstrate and explain the operation of each moving part.

Old Cadillac Motor Ferry

Latest Proof That Engines of That Make "Never Die" Is on Hudson River.

The latest proof that "Cadillac engines never die" is furnished by the new chain-drive passenger ferryboat, "Comet," now running between New Rochelle, fashionable suburb of New York city, and Glen Island, a resort just outside the limits of the eastern metropolis.

The sole motive power in the vessel is an old four-cylinder Cadillac engine, built in 1915, to carry seven passengers and now hauling as many as 500 per trip.

The power plant is what remained of a Cadillac car which had been wrecked. It was discovered at the garage of one Melvin Hayes in New Rochelle. The chassis was cut loose from the wheels and set up amidships on a wooden base in the boat, which provided the new service.

Glen Island, twenty years ago a famous resort at the entrance to Long Island sound, was recently purchased as a part of the New York State public park system by the Westchester County Park commission. It is about 200 yards from the mainland in New Rochelle and plans are out for a bridge to span the distance. As construction will take several years and there was popular demand for immediate use of the beautiful Glen Island part of the park system, the commission decided to operate a ferry until the bridge was built.

The steam ferryboat "Comet" was purchased and stripped of her power plant, which had formerly operated two propellers, and H. D. Southwick, Jr., a mechanical engineer of New Rochelle, was commissioned to devise new motor power to operate the boat

Thoroughbred Admits Auto Has Ruined Utopia of the Horse

"Dobblin" Reflects on Past Glories, His Descent to Poverty and Work and Now He Waits for Death to Take Him to Happy Pasture Land to Join His Mother.

By "DOBBIN."

I am getting old and feeble, my shanks are as gaunt as an adolescent pine tree, and my coarse hide has not been groomed these many years. But I am like the old women of Francois Villon's poems—I have had my day. And ah, what a day! In my sentility I can still visualize the time when I was monarch of the city street and of the rural lanes. But where are the snows of yesterday?

I came in with the new century. The dignified culture, the aristocratic gaiety of "fin desiecle" had not yet run its course. Being a blood, I was carefully tended in my youth among the green pastures of my native Kentucky. Mine was not a racing breed, but one that had, for generations back, been the servitors of the rich. This was all explained to me by my old and dotting mamma, who loved to contrast my fine appearance with that of the offspring of plow horses and others of like ilk. In short, I was brought up to be a snob.

Came a Day.

There came a day when I had to part from my maternal parent and go to a large city, New York, in fact, where my master lived. I was then 2 years old. I was exercised daily by a groom in livery, and a year later I was taught how to obey the reins held by a charming young woman in a dog cart. I felt proud when I danced up Fifth avenue, with gentlemen in tall hats bowing low to my fair mistress. Sometimes we would drive through Central park, and at other times we would call at quaint houses in Washington square, Waverly place and McDougal alley.

This and so for several years. I was about 4 when I saw a funny looking vehicle come wheeling down Forty-second street, and I naturally shied. It was the automobile. They began to multiply in numbers, but my master would have none of it. He was an old-fashioned gentleman and was not strong for new-fangled ideas. But he was brought around by the younger members of the family. One day, about 15 years ago, when I was in my prime, a bright and shiny automobile was driven in the stable where a couple of stalls had been torn out. In another year I was the only horse left in the stable, and rarely was I taken out except by the chauffeur, who had supplanted the groom as overlord of the stable, now a garage, accent Americano.

Deliver Milk.

I am going to pass over the next few years. I fell from my once high estate and was hitched to a milk wagon. How my poor mother in that happy pasture land where all good horses go must have pitied me, and yearned for the time when I would shie her.

I was 15 years old when I was released from this horrible bondage. I wasn't much good by that time. I was put in a box car with some other horses and shipped to the middle west. There was lots of confusion during the next few days. I finally reached the farm where I now am living, having been bought for \$15.

To my delight I learned that I was not to be put to work, but was to be the boon companion of two delightful children, a little boy and a little girl. They would hitch me up to a light buggy and we would have a lot of fun roaming over the countryside. A few years ago, when I was 20, the family seemed to agree that I was due for a long rest, and I was given the freedom of the farm. I have done no work since then, if work is what one would call playing with children and lovers.

Useless as Coin Defaced. But I have observed many things, and I have also learned from conversations with Ned, an old plow horse. Except for the race track, the cavalry and the horse show, our days are over. All the farms about here have tractors, trucks and touring cars. When my master wants to haul a load of grain or hogs to town, he loads up his truck. When his wife disposes of her butter and eggs, she fills up the tonneau of the touring car. Ned tells me that in the old days it was an all-day task to get to town and back, whereas now two or three trips can be made in the course of a single day without the disturbance of farm routine.

It is sad to reflect on these things. I am as useless, again to quote Francois Villon, as a coin defaced. I can no longer frolic about the lots like I did in Kentucky in my youth. My head is now held high. I enjoy my easy life, and I am grateful that I am owned by such a splendid family. But I must say that the automobile has played Hell with the horse.

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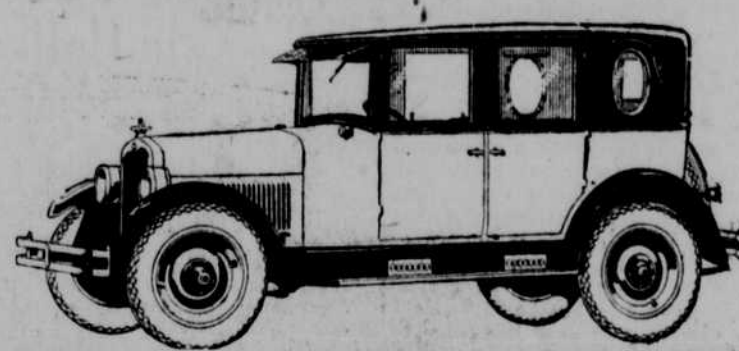
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All of these were answered in detail, and some idea of the prospective tourists provided with routings to California may be had in the announcement that a large percentage of the more than 9,000,000 maps distributed during the year were sent in response to requests from the east.

It is pointed out also that general conditions throughout the country are conducive to heavy travel. The improvement in the prices of farm products, the betterment of transcontinental trails, and the extensive advertising of the state by community organizations and railroads will further stimulate travel, it is expected.

It is believed that 1925 will bring as many persons into southern California by automobile as are brought on trains.

Here's Oakland Landau



1,000,000 to Coast in Cars

A Large Proportion of Auto Tourist Traffic Will Go Through Omaha.

More than 1,000,000 tourists are expected to enter the borders of California by automobile during 1925, many of them via Omaha, according to a summary of the situation compiled by the touring bureau of the Automobile Club of Southern California. Basing this prediction on the normal increase in travel over the transcontinental routes, there is every indication that a new high mark for visiting motorists will be set.

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Dirty Muffler Slows Up Motor

Causes Carbon Trouble When Car Is Run at High Speed.

A certain car would operate satisfactorily at low speeds, but if speeded up, it would stop in a short time. The fuel line was taken down and cleaned, when car is run at high speed, without results. The carburetor was then taken apart, cleaned and adjusted, but no improvement was noted. The valves were ground and a new gasket was placed under the cylinder head. New gaskets were placed under the intake manifold under the assumption that there was an air leak which weakened the mixture at high speeds.

After everything else had been tried, the muffler was taken apart, and it was found to be well caked with carbon on the inside. The construction of the muffler was such that only small passages were provided for the passage of the exhaust gases. As these were partly closed, they restricted the expansion of the gases, causing a back pressure. At low speeds, the gases had sufficient time to pass through the reduced opening, but as the speed increased, it became impossible for the gases to completely scavenge the cylinders on the exhaust stroke. A clean exhaust passage is just as important as a good intake suction, and cleaning the muffler requires so little time that it should not be left for the last at a moment. Expensive repairs have occasionally been done to an engine when only the muffler was at fault.

American Automobile Digest.

Evangelist in Record Trip

Takes Flint Sedan Over Almost Impassable Southern Roads in Winter.

Many accounts have been chronicled regarding the gruelling tests given an automobile by racers, stunt drivers and others who have set out to put a car through its paces; but it remained for E. L. Wolslagel, singing evangelist of the south, to establish a record of consistent performance during some of the worst weather of the year.

"We left our home in Billmore Park, N. C., in a Flint-55 sedan," states Mr. Wolslagel in his dispatch to the Flint Motor company, "Bound for Houston, Tex., where I was to fill an engagement a few days later."

"On the first lap of our journey, we suffered the worst weather of the winter and pulled through 150 miles of solid mud—the car resembling nothing so much as a large mud ball."

"If you had seen mud teams pulling cars out of ruts and ditches, cars abandoned by the roadside and many bogged down and stuck here and there, as we did between Columbus and Greenwood, Miss., and also in Liberty county, Texas, where there just aren't any roads at all, you would know how thankful I was that we were driving a Flint."

"The engine needed no attention during the entire trip of 1,500 miles and is running as sweetly now as when we first began to drive it, despite the fact that it had gone 6,500 miles prior to this trip."

"I don't mean to say we stayed out of the ditches or ruts; it really seemed to me we were in them all and for a considerable distance we were making progress at the rate of even five miles an hour and not near the car to pieces. We passed one car, a touring car of a prominent make, that had wrenched off a door, and I am really surprised that following this "plowing act" there is anything left of our car."

"There is scarcely a crack or squeak in the car now, although no adjustments have been made since the trip, so you will realize why I say give me a Flint every day in the week and especially on Sunday, as Sunday is a busy day when I seldom have less than eight meetings."

Mr. Wolslagel was accompanied on the journey by his wife and daughter.

VENT IN GAS TANK MUST BE CLEANED

The cap of the gasoline tank filler has in it a small hole—if the gasoline system is of the gravity feed type. This is to allow air to enter the tank, explain the Automobile Digest, so that the gasoline flowing out will not leave a vacuum, which will finally become so strong as to stop the flow of gasoline to the carburetor. When gasoline fails to reach the carburetor at any time, make sure that this vent is open before looking for stoppage.

1,873,581 FORDS SOLD IN 1924

People of the United States in 1924 bought Ford cars at the rate of more than 250 an hour, 24 hours a day, for the 300 working days of the year.

This remarkable demand, in a year of rather unsettled business conditions, brought to the Ford Motor company the greatest sales record in its history. The domestic retail deliveries for 1924 totaled 1,873,581 cars and trucks, an increase of \$7,736 over the sales of 1923, the company announces.

Retail sales for Ford trucks for the year went over the 200,000 mark for the first time, exceeding those of 1923 by 15,013.

REO SEDAN \$1595

20th Anniversary Model

A Full-Sized Sedan for Five Passengers Six Cylinders—Four Doors

Never Before in Automobile History Has '1595 Bought so Much Motor Car

J. M. OPPER MOTOR CO. PHONE AT. 3425 2556 FARNAM ST. Res Motor Car Company, Lansing, Michigan

HUPMOBILE -- NEVER BEFORE HAS THE PUBLIC BEEN OFFERED SUCH A CAR AT SUCH A PRICE

The first eight built for the American family, and the first to have the famous Hupmobile economy and quality

THE FOUR -- THE BEST BUY HUPMOBILE HAS EVER BUILT

Many notable advances in our finest and latest improved Series "R" with all the time-tried virtues, make it the greatest value on the market

Be sure you see the magnificent Hupmobile Eight models at the show exhibited at space eleven.

Stewart Motor Company 2525 Farnam Street AFTER MARCH 1ST, HARNEY AT 20TH ST.

HUPMOBILE