

CHINESE FAMILY BUYS AUTOS

Shanghai Mother Purchases American Six and is Deeply Impressed.

LIKES STUDEBAKER "CHOP"

And Decides that Her Five Children Must Share Joys of Motor-ing as Well as Her-self.

The rapidity with which China is receding from its century-old habits, and taking on modern clothes, has been often pronounced one of the twentieth century marvels.

No longer is the gentler sex of the Chinese orient a foot-bound, enclaved, retiring section of humanity, to be kept in subjection and to appear in public only when carefully hidden from the profane gaze of the populace.

A recent transaction in Shanghai, where a wealthy Chinese mother purchased six Studebaker cars, is the latest and most striking evidence offered of the emancipation of Chinese women.

During the last winter, the widow of Soong King Dong, who, previous to his death, was comrade of the Russo-Chinese bank at Shanghai and one of the city's wealthiest citizens, decided that with her family, she would enjoy some of the pleasures pursued by her American sisters.

So she purchased a Studebaker Six from Herbert S. Honigsberg, who represents the Studebaker corporation in Shanghai. Mrs. Dong immediately took her entire family—which is of characteristic Chinese proportions—out for a spin.

Each son and the daughter managed to impress upon their good mother's intellect the importance of giving the younger generation an equal opportunity with their elders.

It happens that the four Dong sons and one daughter are each married and have a house full of little ones who are just as modern in their desires as the older folk.

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This remarkable transaction was handled throughout by H. S. Honigsberg, an enterprising Yankee salesman, and it is believed to be without a parallel in the history of the industry.

Among the local purchasers of Ford cars during the month of May are: Standard Oil Co., H. B. S. Odell, International Sales Co., John Carlson, C. F. Hastings, Birge Pump Co., David Nixon, Dresher Brothers, C. A. Scott, Sanitary Wet Wash Laundry, W. H. Gould, M. A. Dabrow, J. Bourgeois, Frank Bender, Clay Robinson, R. W. Madison, P. Kiewit & Sons, M. F. Kennedy, Ethel Brothers, C. T. Walker, John Day Supply Co., H. S. West, Midland Glass & Paint Co., Arthur Chase, Dan Whitney, Western Electric Co., M. D. Stockalger, Hess & Swoboda, W. A. Levy, Scott & Hill, Lee Winkler, W. L. Masterman, A. H. Spare, M. L. Stone, I. E. McCoun, John Peterson, Chas. Stidham, Bee Hive Grocery, J. H. Lynch, Dr. A. W. Fitzsimmons, E. Haines, Dr. V. E. Purviance, George Landon, Dr. C. U. Hild, J. B. Rogers, Dr. T. G. O'Connor, Frank Seider, Dr. A. O. Peterson, C. C. Cook, Mrs. A. Lorenz, J. Thomas, C. M. Jacobson, A. Lagan, Joe Vitek, Henry Holtzman, E. A. Atkins, J. Jepson, M. A. Anderson, Mrs. Lena Snyder, J. Bruhn, Mrs. W. W. Fode, J. F. Bailey, L. H. Osborne, J. Schroeder, Wm. Pendleton, George Mead, M. O'Donald, L. Aldrich, O. E. Peterson, C. Bennetts, W. J. Kinney, C. H. Young.

Foreign Tires Fail to Stand Rigid Test

Discouraging the unofficial report that Rego Thomas Delage had a broken frame during the last 100 miles of his speeding in victory, and that the daring French pilot took terrible chances to beat out the Peugeot rivals at Indianapolis, it is true that his first solicitude after finishing the victor was for his car.

Not being able to understand Bollo's French, the writer is not qualified to tell what this wonderful driver said about his foreign tires that cost him a great chance to beat out Thomas and win for his speedy Peugeot car.

When you have this testimony—give us a chance to show you how well the Hup rides—to point out some of the reasons why Hup service is continuous and economical as well.

These vital facts you ought to know.

W. L. Huffman Automobile Co. 1814-16 FARNAM STREET, OMAHA

Mitchell, S. D., Sioux Falls, S. D., Lincoln, Neb., Sioux City, Iowa 124 S. Main St. 222 S. Phillips Ave. 1128 P. Street. 317-19 Fifth St.

E. R. Wilson Big Factor in Prosperity of the Studebaker

For a brief two years E. R. Wilson has been selling Studebaker machines to the retail trade in Omaha, but during that brief two years he has augmented the popularity of that car a hundred-fold.

Mr. Wilson came to Omaha seven years ago to accept the management of the Paxton-Mitchell company. He came from Chicago, where he had acquired a wide knowledge of the automobile enterprise and he was acknowledged as one of the most efficient salesmen in the big city.

Shortly after becoming the local agent for the big corporation Mr. Wilson opened his new garage at Twenty-fifth and Farnam streets. The quarters are, to say the least, cramped, but Mr. Wilson has experienced no difficulties as never since he has been here he has had a supply of machines on his hands.

Mr. Wilson is one of the liveliest Omaha boosters or automobile row. He is always associated with every activity which is boosting for Omaha. An enthusiastic exhibitor at the automobile shows, he always has a good display. He entered machines in the Ak-Sar-Ben floral parade and is never found delinquent when asked to contribute to a cause advertising this city.



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Concerns Which Use Motor Trucks Are Increasing Fast

There are seventy-five different industries in New York City that use electric trucks. Brewers are most largely represented, nineteen separate breweries using a total of thirty-four electric vehicles.

The department stores are a close second, with seventeen owners and 282 individual cars. The seven express companies have altogether 187 storage battery cars.

The bakeries come next with eight users of 161 cars, and the two central stations have between them 150 cars. Electric general delivery wagons number sixty-eight and eight meat packers together use sixty-seven electric.

Five jewelers use forty-four electric cars and ten wholesale dry goods stores employ thirty-five.

Next to these in number are the thirty-two Waverley delivery wagons owned by the Fleischmann Yeast Co.

The Waverley company is also represented by six 1,000-pound wagons in the New York Edison company's fleet and by a five-ton truck among the brewers.

While with its 273 owners and more than 1,700 cars New York probably has the largest fleet of electric commercial trucks in the country.

Pittsburgh, also, in spite of the hills, is among the cities with a growing fleet. Five Waverley two-ton trucks were shipped this week to the Duquesne Light Co., which already had two of their light delivery wagons.

Popularity Auto Contest. A cigaret company has started a popularity contest under which the three most popular players on the two Philadelphia teams are to receive automobiles.

Chandler Climbs Up Mount Rubidoux. A recent issue of the Los Angeles Express contains a story and photographs regarding an unusual automobile trip that will be of interest to those who have motored through southern California or who are contemplating such a journey.

Empire Car Returns From Long Tour. With a record of 19,000 miles to its credit, Empire car No. 19, which had the distinction of being the smallest car to participate in the Indiana-Pacific tour last summer, last week returned to Indianapolis, not as pretty as when it started for the coast, possibly, but raming as well as ever.

Can do it better with electricity. The truth of this saying could not be more forcefully illustrated than by this splendid fleet of Waverley electric trucks.

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By its splendid performance on the transcontinental trip last year the Empire won no end of praise, and as it made its way through the downtown streets crowds turned to comment on the sturdiness of the Empire tour car.

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Hupmobiles Taken to Front by Militia Boys in California

Enough chatter has been written about the motor car in the military service to fill several volumes.

Motor trucks and pleasure cars have been tried out by the armies of England, Germany, France and Italy, as well as the United States. The rival forces in Mexico have been reported enough machines for every bugler, marksmen and general on both sides to own a private car, but the one place where the automobile has the best chance to show has been overlooked.

Carrying the Red Cross flag of the hospital corps, a field ambulance is comparatively safe in modern warfare. Civilized forces all recognize the insignia of the hospital service, and with the Red Cross in view an automobile would be allowed to cover the field unmolested, picking up the wounded and rushing them to the field hospital which is attached to each brigade.

Recently a Los Angeles regiment of the National guards, during army maneuvers, used a fleet of six Hupmobiles. These cars were used by the hospital corps, and in the report of the day's practice the commanding officer speaks highly of the efficiency of motor cars for such purposes.

In the first place it would found that the wounded could be removed from the field of battle in one-fifth the time it took in the old way by having the Red Cross men walk through the fields. Again, the wounded were rushed to the hospital with more speed, and, as a consequence, quicker medical attention could be given them, which would probably mean a saving of many lives in actual battle.

Then, too, the automobiles require a great deal less attention than the hospital wagons and a strong of horses and mules. There is no possibility of a stampede from fright, and the machines were always under perfect control.

The success of the Hupmobiles was so great in these recent maneuvers that when the Los Angeles battalion was sent to the Mexican border the cars accompanied them.

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In Cleveland, but already as popular on the coast as in other sections of the country, added another achievement to the many it has recorded in the last year, when Frank Verbeck, driving a Chandler, looked over the top of Mount Rubidoux at Riverside and announced that he had taken his party of four grown persons all the way from Los Angeles to the mountain peak on high gear.

The Express says: "Verbeck refused to go into 'low' and the hood was not raised during the 150 miles. Even old Rubidoux seemed to puff out its side with pride that the Chandler had made the climb so easily, for ever since Henry Van Dyke read his poem to the multitude by the cross on Easter morning, Rubidoux has sent up silent prayers for cars which would not have to wheeze up the winding road."

Jeffery Factory Makes 900 Cars in the Month of May

Thirty-five cars per day, or a total of more than 900 for the month, was the record of the Jeffery factory during the twenty-five working days of May.

New men are being added to the Jeffery force every day, although the working time is now thirteen hours, and the schedule for June is 1,200 cars.

The ideal of the Jeffery company has always been to manufacture a limited number of cars, machines and buildings as accurately as possible.

About 25 per cent of the Jeffery output is the 32.50 size and the remainder is the 31.50 light fours, in which is embodied a high speed, high efficiency European motor.

Echo of Thorpe Scandal. An echo of the American Athletic Union scandal that caused Jim Thorpe to take up professional ball is given in a recent report of athletics at the Carlisle Indian school, which declares Coach Warner made a practice of playing men on teams of that institution.

Boardman to Saints. The St. Paul club has secured from the Athletic club southpaw Pitcher Charles Boardman.

Defense against long skids and short mileage

—in the Squeegee structure of

Diamond Squeegee Tires

And in addition you have Diamond Squeegee Surety—against sidewise skid or lengthwise slide—the sure gripping squeegee corrugations which wipe through treacherous road surfaces to a clean hold on the pavement.

You can't beat Diamond Quality—why pay more than Diamond Prices?

Table with 3 columns: Size, Squeegee Tread Prices, and Price. Rows include 30 x 3, 30 x 3 1/2, 32 x 3 1/2, 33 x 4, 34 x 4, 34 x 4 1/2, 35 x 4 1/2, 36 x 4 1/2, 37 x 5, 38 x 5 1/2.

Take The Slant Out of Hills

LEAK-PROOF Piston Rings Give Perfect Compression Maximum Power

All Supply Houses - Garages and Repair Shops

HERE IT IS!

An OLDSMOBILE at \$1350

"Economy of operation is its backbone"

Specifications Model 42

Axle (Front)—Drop forged I-beam. (Rear)—Semi-floating.

Body—Oldsmobile design, having same lines as Model 54.

Brakes—Foot and hand.

Brake Drum (Size of brake and width of lining)—12-in. diameter by 1 1/2-in. face.

Brake and Change Gear Lever Location—Center.

Carburetor—Float-feed type.

Clutch—Cone.

Curtain—Patent Jiffy.

Color (Optional)—Orriford Lake, Brewster Green.

Carrying Capacity (Passengers)—Five.

Drive—(Style of)—Shaft enclosed.

Dash—Famous Oldsmobile design, Eight-day clock, Stewart instrument and dials; flush.

Dash Lighting—Dash equipped with electric light flooding all portions.

Doors—Body doors 22 inches wide.

Door Pockets—In upholstery, providing capacity for carrying veils, handbags, etc.

Frame—Pressed steel channel, 4-in. section.

Frontboard—Oldsmobile design, cast aluminum.

Gas Tank—Rear; 12 gallons.

Horn (Electric)—Under hood.

Horn Button—On top of steering column.

Hub Caps—Distinctly Oldsmobile.

Lubricator—Splash and force.

Lamps (Electric)—Adjustable focusing device, utilizing bulbs 16 to 22 candle-power.

Motor—Unit power plant, valve in the head, all valves covered with muffler. No working parts exposed.

(Bore)—3 1/2-inch. (Stroke)—5-inch. (Cylinders)—Four. (Cast)—En bloc. (Cubic inch piston displacement)—194.2. (Brake horse-power)—30.

Water-cooled centrifugal pump. (Engine mounted)—Main frame. (Suspended)—Three-point. (Starter)—Delco electric.

Magneto—Delco.

Paint and Varnish Finish—Oldsmobile quality, applied by hand.

Radiator—Honeycomb, German silver finish.

Running Board—Oldsmobile design, cast aluminum mud scrapers.

Roof Rail—Adjustable strap, designed to be flexible in carrying capacity.

Road Clearance—10 1/2 inches.

Springs—Front, semi-elliptic. Rear, 3/4 elliptic, underslung. (Width and length of front)—2 ins. wide, 35 ins. long. (Width and length of rear)—2 ins. wide, 48 ins. long—underslung.

Speeds—Three speeds forward, one reverse. Selective, rocking type.

Storage Batteries—Delco. Six volts. Under seat. Special steel container. Running board clear.

Spark Control—Manual.

Spark Coil—Delco.

Switch—Delco, on hinge door in dash; Oldsmobile design, disclosing wires properly numbered.

Steering Wheel—Cast aluminum spider, 17 inches. Left drive.

Tires—(Front) 33x4, Pisk. (Rear)—33x4, Pisk.

Rim—(Type of rim)—Demountable, Baker. Tire Rack—Rear of car. Top—Oldsmobile make, material, Fabrikoid, long grain to match upholstery. Tool Box—Concealed. Tool Kit, Tire Pump, Jack—Standard equipment. Upholstery—Leather upholstery; long grain, best quality. Wheel Base—112 inches. Wheels—Hickory natural wood finish. Weight—Shipping weight less than 2,000 pounds. Wind Shield—Split vision. Woodwork—Finished woodwork imported Circassian walnut. Compartment in cowl dash right and left.