

AUTOMOBILES

FIRST TOURIST ARRIVES

Initial Cross-Country Traveler Appears in Detroit.

MOUNTAIN ROADS ARE BAD

Declares Road Conditions Could Hardly Be Worse and that Studebaker Plowed Through Mud, Sand and Storm on Trip.

The first motorist to cross the American continent this season has arrived in Detroit.

The trip was made in a Studebaker over the Santa Fe trail. The tourist, O. J. Gidney, was accompanied by his wife and son, both of whom unite with him in pronouncing the roads of the mountain sections in terrible shape.

As the result of experience gained in this transcontinental trip, Mr. Gidney hands out some timely advice to motorists contemplating a trip to the Pacific coast.

"Get over the idea that you must pack on a ton or two of freight to guard against emergencies," is Mr. Gidney's caution.

"This was my first trip across the continent. Of course I received advice from every quarter, as the result of which I packed my car with a sleeping tent, cooking utensils, agricultural tools and extra supplies of water and gasoline until it had a load of at least half a ton. Very little of this added equipment was ever used."

"This fall we will pull out for our 3,000 mile return journey with practically no more load than we would carry for a Sunday afternoon spin."

"We will pack no extra gasoline nor water, no tent and no cooking utensils. My Studebaker has always brought us to a town and a hotel each night. And where there is a hotel there is gasoline to fill the tank for a day's journey."

Tame Rubber Fast Supplanting the Former Wild Kind

"No longer does the majority of the world's supply of crude rubber come from Brazilian and other tropical jungles," says an official of the Goodyear Tire and Rubber company. All of it still comes from the tropics, of course, but most crude rubber now is 'tame' rubber, carefully gathered and prepared on plantations, instead of gathered from wild trees in deep jungles, as formerly.

Plantation rubber is rapidly supplanting wild rubber. And the plantation product as it comes to market is cleaner and better prepared than the wild. A few years ago Brazil had almost a monopoly of the world's fine rubber supply, and as a result Brazil controlled prices. American manufacturers a few years ago paid as high as \$2.00 a pound for their raw material. There was danger with the rapid growth of rubber manufacturing, that there would be a rubber famine. So trees were planted in plantations. For a few years the predictions of the plantation men were laughed at. Brazil continued to depend on its wild supply. But now the whole complexion of rubber production has changed. Plantations are producing more than the wild supply, and the proportions for each are continuing to grow.

A large part of the world's rubber comes to manufacturers via London, say from Sumatra, Ceylon, etc. A leading London rubber man who recently visited Goodyear estimates that for 1914 the world's rubber production would be: Plantation, 6,000 tons, Brazil, wild, 22,000; other wild, 10,000 tons. Within a few years plantation rubber will almost wholly supersede the wild supply, the wild rubber has certain qualities that will always make the use of quantities of it necessary.

Oakland Cars Are Popular With Auto Raffles in Frisco

In San Francisco motor car thieves are very particular as to what car they steal. A daily paper of that city tells the following of the discriminating methods of these artistic appropriators of other people's belongings:

"With all the sangfroid and nonchalance of a raffles, a San Francisco motor car thief spent an hour in broad daylight trying out several cars to see which one he preferred.

"It happened in front of the Keystone apartments, where were standing several makes of cars, the owners having gone into the building.

"A clean-cut, brick young man was seen by the watchman of the apartments to carefully stop the motor of a \$3,000 car, climb out of the machine and into the car standing directly before it. He was perfectly familiar with the starting apparatus of the machine and listened intently to the hum of the motor.

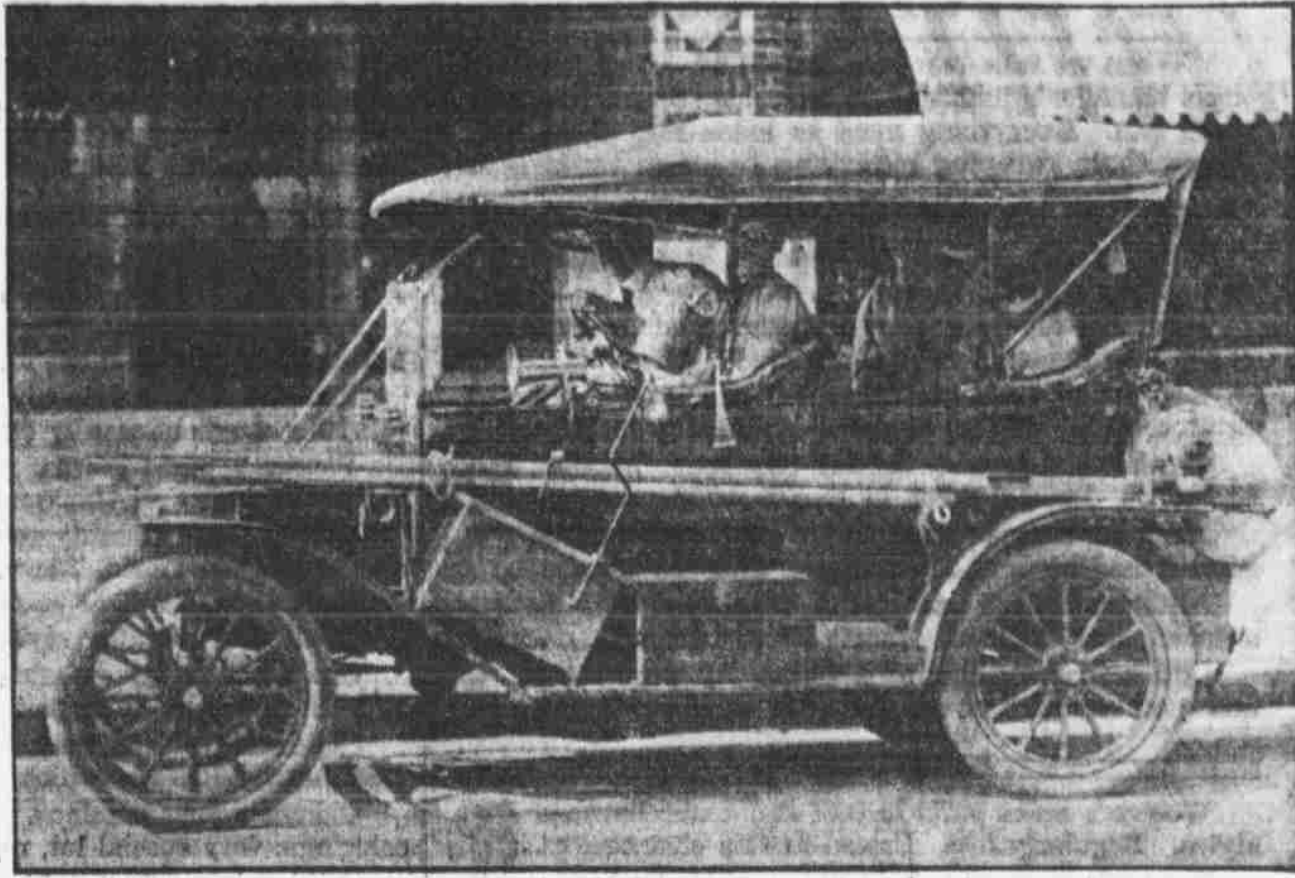
"Descending from the car he tried several others in succession, when the puzzled watchman thought it time to interfere.

"Very coolly and with no trace of embarrassment, the watchman was informed, that the inquisitive one was intending to purchase a new car and took this method of trying out several makes and comparing them with his own car.

"The watchman advised him to do his comparing in salerooms and, quite agreeable, the amateur raffles got out of the car he was testing, generously handed the watchman a cigar and drove away in an Oakland.

"The car was recovered several days later, but Raffles is still testing cars. Oakland owners in San Francisco are wisely buying auto locks, as they consider the beauty and smooth running qualities of the Oakland car make them entirely too popular."

Ford Car Crosses the Mountains



C. A. SCOTT AND FAMILY ENROUTE FROM KANKAKEE, ILL., TO PORTLAND, ORE., IN MODEL "T" FORD TOURING CAR.

C. A. Scott, a prominent furniture manufacturer of Kankakee, Ill., who recently visited the local Ford branch, on his way to Portland, Ore., in his Ford car, writes from the latter city that they arrived there after a fine trip with no engine trouble, only one blowout and but one puncture to mar the entire trip. Mr. Scott says that the car made the entire distance without any outside assistance whatever in spite of the fact that some pretty bad roads were encountered in crossing the mountains. The car is claimed by Mr. Scott to be in perfect condition and ready for the return trip.

SIX-YEAR-OLD CADILLAC READY FOR ANOTHER TOUR

A. S. Owens of Birmingham, Ala., will soon start on a long cross-country motor car tour which will take him eventually to San Francisco. The interesting feature of this undertaking is the fact that Mr. Owens will drive a car that is now in its sixth year of service and already has 30,000 miles to its credit. Mr. Owens' automobile is one of the first Cadillac tours to be brought to Birmingham.

A cross-country trip, similar to the one now planned, was made by Mr. Owens in this car nearly five years ago. Leaving Birmingham, he traveled to Detroit, then proceeded to Yellowstone park and California, visiting Los Angeles and other western points. From there he returned to Birmingham. The remarkable feature of this trip was that the actual distance covered was 18,000 miles and the total cost of repairs and other automobile expenses, outside of the consumption of fuel, was but \$4.90.

Big Field for Motors.
C. H. Dunlap, export manager of the Hupp Motor Car company, has returned to Detroit after an absence of twenty-two weeks spent in investigating sales conditions of the motor industry in South Africa. Dunlap is the first motor expert who has ever gone through Africa on a mission of investigation, and his report on business prospects shows that the country is worth the attention of every motor car manufacturer who has entered the lists in quest of foreign business.

One Extra Tire Or a Half-Inch Wider Tire

Is This Not Better Than an Extra Price?

We address this to tire buyers who pay more than Goodyear prices.

Some tires cost one-third more. You pay for three such tires all that four Goodyears cost.

Do you believe that three tires were ever made which would outlast four of Goodyears? If not, why lose that extra tire?

Or you can do this:

The cost of an extra-price tire will buy you a half-inch larger Goodyear. And the larger tire will fit your rim.

The cost of an extra-price 30x3 will buy you a 31x3 1/2.

The cost of an extra-price 32x3 1/2 will buy you a 33x4.

The cost of an extra-price 36x4 1/2 will buy you a 37x5.

So with other sizes. If you wish to pay that extra price, why not get this extra size?

Pay the New Prices

Goodyear No-Rim-Cut tires are costing half what they used to cost. Last year alone we dropped our prices 28 per cent.

Our present prices are due to mammoth output, new efficiency, new equipment.

But they buy the utmost in a tire. They are all that you should pay.

Extra Features

In No-Rim-Cut tires you get four features found in no other tire. You get them without any extra price.

The No-Rim-Cut feature ends rim-cutting completely. That's the greatest cause of tire ruin.

Our "On-Air" cure saves the countless blow-outs due to wrinkled fabric. That extra cure costs us \$450,000 per year.

Loose treads are combated by a patent method which reduces this danger by 60 per cent.

All-Weather treads—the premier anti-skids. Tough, double-thick and enduring. As smooth as a plain tread, yet with deep, sharp, resistless grips.

Every extra-price tire on the market, remember, lacks all of these costly features.

Goodyear tires outsell any other.

Today they are gaining new users faster than ever before in our history. Sheer merit has made them the most popular tires in the world.

The price of Goodyears is all that tires should cost.



THE GOODYEAR TIRE & RUBBER COMPANY, Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch

GOODYEAR Service Stations

Cadillac Company of Omaha, 2004-26 Farnam St.
Cartercar Co. of Neb., 2115 Farnam St.
Down Town Garage, Howard St.
Ford Supply Co., Farnam St.
McIntyre Auto Co., 2205 Farnam St.
Omaha Tire Repair, 2201 Farnam St.
Parker Garage, 2213-21 Farnam St.
Walter L. Harris Garage, 2202 Farnam St.

C. F. Showalter, 2508 Leavenworth St.
Skilton Motor Company, Council Bluffs, Iowa.
Ed Sorenson, Hanson, Neb.
Spencer Auto Supply Co., Council Bluffs, Iowa.
John Stuba, 2514 Leavenworth St.
SOUTH OMAHA, NEB.
Holmes & Adkins Co., 225-7-9 N. 24th St.

We Carry a Complete Stock of Goodyear Tires

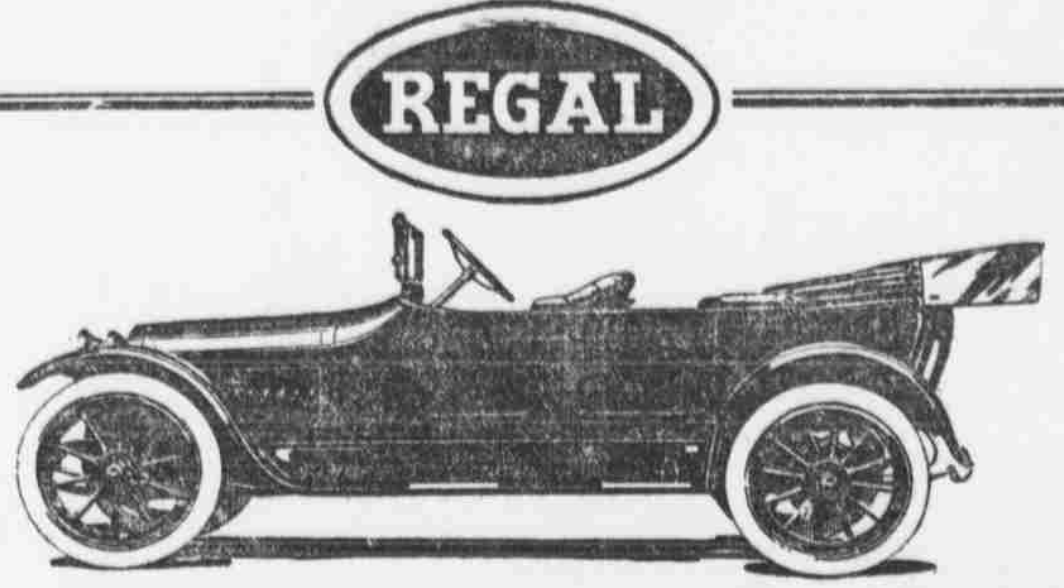
OMAHA TIRE REPAIR CO.

HENRY NYGAARD, Prop.

2201 Farnam St.

Phone Tyler 1552

When in doubt as to matters pertaining to Automobiles consult the advertising and news columns of The Bee



"They Say!"

A few comments on the New Regal by recent visitors to our show-room

"You've certainly got the looks in that car—it proves that beauty needn't be a matter of price"—(a well-known attorney.)

"Say, three of us can really sit in the rear seat, can't we?" (a dry-goods merchant.)

"Gee, this is the car for a long-legged chap like me to drive" (a contractor.)

"What is it that makes the car run over bumps with so little jouncing?" (the wife of a merchant.)

"That's some engine" (an out-of-town visitor.)

What's your pet desire in a car?

Come in, and you'll find it carried out in the Regal.

Regal Motor Car Company, Detroit, Michigan

114 Jones Street, Omaha.

The T. G. Northwall Co.,

Douglas 1707.



PAIGE

A Greater Paige for 1915

A better car—not a cheaper car—is offered in the Paige "36" for 1915.

Just now prices are being slashed right and left in the automobile field and there is red hot competition among many manufacturers to bring their selling price down to the very lowest point.

The "Ten Associates," however, are not content to sacrifice quality in order to present to the public alluring "bargain" inducements. They prefer to offer more car value for the money rather than a skimpy product at a decreased price.

Investigate the new Paige—note the many added refinements—and then ask yourself whether you prefer to buy more car for the money or less quality for a "price."

The Paige-Detroit Motor Car Company, Detroit, Mich.

PAIGE COMPANY OF NEBRASKA

"36" Glenwood Model Gray & Davis Large Link Electric System and complete equipment.

\$1275

Model "25" \$975

2417 Farnam St.
Douglas 3058
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