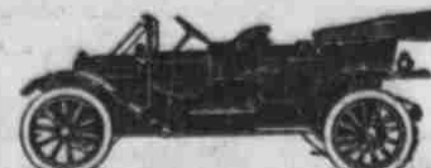




AUTOMOBILES



TWO-SPEED AXLE IS ALL NEW

Editorial in Automobile Says it Fills a Needed Want.

GOOD IN HILLY COUNTRIES

Extravagance in Fuel is Done Away With—Value of the Two-Speed Axle is Becoming More Apparent.

"In these days of innovations and quick transitions," says a recent editorial in "The Automobile," one of the authorities of the industry, "it is questionable if the two-speed axle, now that it has been announced by the Cadillac company, will not be taken up with avidity. The two-speed axle is more needed today than ever before, first because cars are being made heavier and motors smaller, and second because fuel consumption is being given more consideration than ever before.

"There is need for greater fuel economy, as many cars are entirely too extravagant on fuel. The reduction in motor dimensions tends to reduce the fuel consumed, but the added weights place a handicap on it. The two-speed axle used in conjunction with a three or four speed gearbox will give all the speed variations that present road conditions demand.

"The two-speed axle is most necessary in level, as well as in hilly countries, and it is particularly necessary where there is much driving in cities and also in the open country. Hosts of cars are driven 50 per cent of the time in the open, and both have the same gear ratio. With city driving at fifteen miles per hour and country driving around twenty-five or thirty miles per hour, it is certain that in both cases the motor cannot be operating within its range of maximum efficiency. If its efficiency range suits the city field, then it does not suit the country situation so well, and vice versa. The two-speed axle meets these requirements and gives each owner direct drive. Not only will the motor have a longer life, but the wear and strain on all of the other parts of the car will be correspondingly reduced.

"For hilly countries there is ample necessity for two direct drives, as afforded by the two-speed axle. In many states there is entirely too much second-speed work on hills which is made necessary by the bad approaches and the frequent rough bridges where the ascent begins. Some drivers will rush the rough approach and the rough bridge at the expense of time and the car in general, many prefer to practically slow down and make the hill on second or perhaps low.

"The value of the two-speed axle becomes more apparent also because of the more general use of high speed, smaller sized motors. With these motors it is essential to keep the speed well up on the hills as, if it drops, low gear will have to be brought into use, the two-speed axle will offer double opportunity in such work.

"In level country touring the two-speed axle will give relatively high gearing speeds with a small motor without continuous high rating."

NEW SAMPLE MITCHELL IS RECEIVED IN OMAHA

The 1914 sample Mitchell has been received by the Omaha agency and is creating lots of interest by its performance on the hills here. The car is simply a wonder for power, and, after all, that is what goes to make up a real automobile. Not a better looking car is to be seen for \$1,000 more money than this six-cylinder Mitchell, selling at \$1,200. It is fully equipped with electric starter and

lights. There is no getting around the fact that the Mitchell line for 1914 is going to be a winner.

Dick Stewart visited the Mitchell factory during the last week and placed orders for fifty cars for immediate shipment. He says the cars look so good and do such good work that if there wasn't an ear of corn in Nebraska, the people would still have to have Mitchell cars. The Mitchell agents are fully as enthusiastic and are placing orders for immediate delivery of 1914 models.

W. R. Heck of Palmer purchased a six-cylinder Mitchell last week. C. T. Stewart of Council Bluffs, Ia., received his new Losier touring car last week and is delighted with it. The car is of the Mountair model, seating five people.

Lozier Company Will Increase Its Capital

Directors of the Losier Motor company in session at Detroit last week voted to take up all outstanding stock to increase the manufacturing facilities of the Losier company for 1914. It was purely an internal affair, no stock being offered to the public. The subscription was in the nature of an appreciation of the manner in which Losier business has thrived, under the new regime. At the meeting of directors it was announced that as a starter for 1914 business, Losier dealers have already signed orders for more than 5,000 cars. The new four-cylinder car in the popular priced field, just announced by Losier, has proven the biggest sensation ever brought out by that company. Although the first of those models will not be turned out until after January 1, Losier dealers in all sections of the country have notified the Detroit office that they are taking cash deposits from customers months in advance. If no more orders were received from Losier dealers, the number now on hand would be sufficient to make 1914 a record year for the Losier company.

FIRESTONE FACTORY IS HOST TO ITS MANY AGENTS

Just returned from the annual sales convention of the Firestone Tire and Rubber company in Akron, O., R. L. Harpham, manager of the concern's Omaha branch, is bubbling over with convention news. Over 200 men from all parts of the country attended, and had "some time," according to Mr. Harpham. The company did its utmost to make the stay in the Rubber City pleasant, and the best that Akron and the Firestone company had was put at the guests' disposal. The town and factory were theirs.

Special cars for the trip were used by some of the eastern and western men, though many made the trip individually. The visitors were met at the station in Akron by representatives of the Firestone company and directed to the largest and best hotel in town, several floors of which had been reserved for them. The hotel had been decorated with Firestone pennants and tires, and orders were given that nothing was to be left undone to put the guests at their ease.

HENDERSON AGENCIES ARE ALLOTTED IN THIS STATE

William Dunn of Weeping Water, Neb., has taken the agency for the Henderson car for Cass county and drove a Henderson De Luxe home from Omaha Wednesday.

Douglas Grotelueher of Schuyler, Neb., has just purchased a garage in that city and has contracted with the T. H. Pollock Automobile company for the agency rights for the Henderson car for Colfax

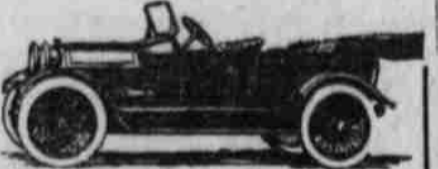
county and drove a Henderson De Luxe kerosene car home Thursday. A clever advertising scheme was originated by T. H. Pollock, Henderson dealer of this city, by utilizing some vacant space above one of the most prominent base ball score boards during the recent world's series. At intervals between the returns timely comment was placed on the board by the score keeper concerning Henderson cars.

Haynes Says that Underslung Cars Less Apt to Tip

President Fred W. Haynes of the Regal Motor Car company, describes the two methods of automobile frame suspension, viz: Overhead and underslung. Mr. Haynes says, "In the car of overhead build the frame rests upon the springs, which in turn rest upon the axles. In the underslung, while the springs of the car rest upon the axles, the frame is slung below the axles—the ends of the frame being curved up and connecting with the springs; the axles between.

"This suspension lowers the frame of the car so that the center of gravity of the majority of the weight of the car is concentrated below the axles. Underslung construction really carries the weight centered below the tipping center so that an enormous force is necessary to tip over a car of this type. It not only prevents 'turning turtle,' but reduces the chances of skidding to a minimum. The underslung frame carries the center of gravity suspended above the tipping center; in comparison it might be called top heavy.

"Some have thought that by lowering



Henderson Cars Either Gasoline or Kerosene

Why wait a year for these advanced ideas of motor car construction when you can get them **ALL** and **NOW** on the Henderson De Luxe—and no extra cost!

HENDERSON

Here is what you will find next year's cars featuring: Wire wheels, cowi gasoline tank, center control on seat, left drive, Kermans carburetor, oversize cooling, electric lights, electric starter, oversize tires, Turkish upholstery.

You can get a few of these features in many 1913 cars, but remember, you can get them all on the Henderson De Luxe this year—no waiting or delay. These next year features make the Henderson as a "year ahead" car an actual reality. No one wants a car that goes out of fashion in a few months. Drive a Henderson—the car that stays in style. The Henderson "Six" is as far in advance over the other "sixes" as the Henderson De Luxe is over other "fours." The Henderson "Six" Touring Car or Roadster, \$2,285.

AGENTS WANTED

Write at once or see us regarding our special October proposition for open territory.

T. H. Pollock Auto Co.
Factory Distributors for Nebraska, Western Iowa and South Dakota.
2219 Farnam St. Omaha, Neb.

the frame to this degree, the road clearance has been reduced, but such is not the case. The underslung will be found, by actual measurement, with as much road clearance as the overhead. While the underslung frame is nearer the ground than the frame of the overhead, it is the lowest point of clearance and has no projection below it such as a fly-wheel or other parts that are prevalent with the overhead. The clearance of the two is practically the same.

"Underslung construction is not new, it has been in vogue in other than the automobile field for some time. The only reason that this feature was not adopted sooner by motor car manufacturers was that of cost, but modern methods have now made this possible. The Regal was the pioneer medium priced underslung. "The country is getting over the mania for speed that has held it entranced for so long and the conservative purchaser is looking more for safety in the car he chooses.

INSIDE DRIVE MOTOR CARS INCREASINGLY LUXURIOUS

Diligent search fails to discover anything more complete, more luxurious or more altogether swager than the latest inside drive Hudson model, known as the Sedan. It is of regal proportions, appearance and equipment. This superb car is built on the newest Hudson chassis with the true stream line body, six-cylinder motor, left side drive, gasoline tank in dash and other new features. Every possible comfort and convenience has been thought of.

Mr. Guy L. Smith, the local Hudson dealer, has recently returned from a visit to the factory at Detroit and states that early delivery can be given on a limited number of these handsome cars. Work of this description is necessarily not rapid, but a considerable number of the Sedan

models are now coming through and shipments already have commenced. All who have seen the new car pronounce it one of the most striking and stylish models of the season. Its reception in New York, Washington, Chicago, San Francisco and other cities forecasts its immense popularity with users of this type of closed car.

GOVERNMENT BUYS AUTO FOR CHATTANOOGA PARK

The United States government, through the War department, has recently purchased a 1914 Cadillac for the use of the Chickamauga-Chattanooga National Park commission. This action may be regarded not only as a compliment to the Cadillac, which was selected from several cars under consideration, but it also indicates the hanging attitude of the government which has been somewhat reluctant to abandon the horse, or to open up the federal parks and preserves to the motor car. It was only recently that Yellowstone park was opened to automobile tourists.

MOTOR FADS AND FANCIES

Old corduroy coats with wide belts are very much used for the first extra wraps. They come in various colors. The model is quite becoming to slender figures.

One of the latest coats is a rainproof tan velour, with the side seams slashed so that they may be buttoned over to make the coat fit closely around the bottom.

Raincoats of Japanese olefin come in several colors for both men and women. For men there are hats to match, and for women stitched hats of the same and also hoods are shown.

Quite an unusual luncheon carrier is a canvas case in the form of a knapsack. It has a plac on the top for a thermos

bottle. After the meal is disposed of the carrier may be strapped together.

Angora tam-o'-shanter hats have sprung into immediate popularity. They are quite the thing with the new "sport" coats, and also with short coats in all the striking patterns with broad belts and odd buttons.

The distinguishing features of all the new luncheon baskets is the light equipment. Separate aluminum boxes, some with glass insets and some closing with a section rubber, may be purchased in all sizes for extra carriers.

Among the pocket cases to be had now are two worthy of special mention. One is a little medicine case with four bottles, court plaster, a flat bandage and a pair of scissors fitting into the cover. Another is a flat manicure case that may be carried in the coat pocket.

Chiffon hoods that may be folded in the pocket are well liked for tripping. They are to be worn when the hat is removed and slipped into its dust bag. They are of shaded or double chiffon and are becomingly made.

REPUBLIC

BLACK-LINE
RED
BOXER TUNE

TOUGHEST OF ALL
IT STANDS ALL TESTS

IT WILL PAY YOU TO SEE

Powell Supply Co.
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Dahl Punctureless Cushions
WHAT YOU NEED

NO Inner Tubes, Punctures, **NO** Flat Tires, Rim Cuts, Blow Outs, Slow Leaks, **NO** Trouble, Delay.

WILL NOT FLATTEN FROM STANDING. RESILIENT AS AIR. MILEAGE OF CASINGS DOUBLED. NO EXTRA CASINGS REQUIRED. COST OF INNER TUBE ELIMINATED. CAN BE TRANSFERRED FROM CASING TO CASING. Not an experiment. In use for four years. Same are running yet. Fully guaranteed. Price furnished upon application. State size of casings and make of rim. We can equip Fords.

Dahl Punctureless Sales Co. of Neb.

Sole Licensees for Nebraska and Colorado. 1514 HOWARD STREET. OMAHA, NEBRASKA.

Overland

\$950

Completely Equipped f. o. b. Toledo

With Over 8 Dash electric starter and generator—1913

The Economy of "One Man" Direction

IT IS obvious that a motor car manufacturer can build 50,000 cars at much less than he can build 1,000. But the difference in quantity buying and in quantity manufacturing are not the only elements of saving which can be effected.

Each factory has its own system, its own machinery, its own personnel. Some are still making cars by the old routine with the conventional methods and machinery. Some have advanced more or less and a few, a very few, are producing on the up-to-the-minute efficiency basis by special machinery and special methods particularly adapted to the size and type of the car being made.

We say without hesitation, and it is a fact well-known in the trade, that the great Overland plants are unquestionably the most thoroughly, efficiently and economically equipped and managed.

This great business has the advantage of the personal direction of one single man—the man who founded the business, the man who has grown up with it from the beginning, the man who developed it—John N. Willys.

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Specifications

Electric head, side, tail and dash lights	114-inch wheels	Rear seat green body	Mahor top, curtains	Stewart speedometer
Storage battery	51/2 O. D. tires	Clear-views	Clear-views windshield	Flash U doors with concealed hinges
5 Horsepower motor	Cowl dash	Deeper upholstery		

The Car With the True Streamline Body

See This Beautiful New HUDSON!

Special Exhibit All This Week

WE are making a special exhibit all this week of the beautiful HUDSON Sedan. It is, we believe, the handsomest closed-body motor car ever shown.

Every item of elegance, simplicity, comfort and convenience is incorporated in its design and finish. It is the logical successor of the coupe. Not one pound of excess weight is added. It is no longer and no heavier than a coupe on the same chassis would be.

Five passengers are comfortably accommodated. The entire operation is controlled from the driver's seat. And the sweet-running, vibrationless HUDSON six-cylinder motor is responsible for a distinctly new sense of motor satisfaction.

As a shopping or theatre car it is ideal

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