the trip and although the dictaphone was

Rings Do Not Hold

One Piece Piston

tion calls for expert designing."

efficient leak-proof service.

with which most engines are eguipped

Record Shipment of Cartercars Ar-

rives in Omaha on Schedule.

PRACTICALLY ALL ARE SOLD

Gearless Transmission Auto Finds Big Demand in the Hilly Sec. tions of the Western

Saturday, March IS, a Grand Trunk engine puffed its way out of the Pontiac, Mich., station, pulling in its wake a solid trainload, consisting of thirty-two carloads containing, all told, 10f gearless transmission Cartercars. This trainload was shipped to the Cartercar Nebraska company of Omaha and arrived here last

This enormous order is by far the largest single shipment the Cartercar company has ever made into the great and growing west. W. E. Foshier, president of the Carterone Nebraska company. could not wait for the entire order in one train, so had three carloads shipped

The record Mr. Foshler has made selling Cartercars has given him the reputation of being one of the largest and most successful automobile dealers in the

Record Order.

Many big men in the industry admit that it is one of the largest orders that will go into the weet this year. The fact that It comes at a time when the business of the country is recovering from a depression makes it all the greater achievement for the Carteroar company We have always been able to place all the Cartercars we could spare for the western territory, said H. R. Radford, vice president and general manager of the Cartercar company, in speaking of his latest triumph, but at this time we are unusually proud of the Omaha shipmant.

are unusually proud of the Omaha shipment.

It is easy to see how this early shipment argues well for the 1914 business of the goarless transmission Cartercar, for many other makers are just now getting in full swing again, and here we are sending away the largest shipment in our eastre history.

I have never had any trouble convincing westerners of the many advantages of the gearless transmission Cartercar, said Mr. Foshler, the man who ordered the thirty-two-carload order. It isn't hard to sell a man when he sees the work Cartercars are doing on the 50 per cent incline and hills in Nebraska and other places in the west. All we have got to do to sell him is to get him to take a ride in a Cartercar—the rest is easy.

I have handled the Cartercar several years, but I think that the 1914 models are easily the most appealing cars on in wheels. They have all the known values of Cartercar construction and several other new featuress which make them the seasily the leaders of their class.

For Burns Bruises and Sores the quickest and surest cure is Bucklen's Arnica Salva. Every household should have a box on hand all the time. 25c. All druggists.-Advertisement.

KISSEL CAR IN NEW HOME ON THE PACIFIC COAST

President George A. Kissell of the Kissel Motor Car company has returned from a trip embracing the Pacific coast and

Mr. Klasel reports a satisfactory business outlook and is enthusiastic over the new building of the Pacific Klanel Kar branch in San Francisco, a very modern and complete structure. It is three stories high and occupies about 50,000 square feet of floor space, including garage and mechanical departments.

In Oakland also a fine new building has been erected for this company.

FOSHIER GETS TRAINLOAD Goodrich Manager Opposes Non-Skid Tire Legislation

"The recent agitation of laws requiring con-skids to be used on motor vehicles strikes me as wholly unnecessary," says H. M. Bacon, manager Diamond tires sales of the B. F. Goodrich company, Ak-

ron. O. "In the first place the tendency to burien motoriets with irksome laws is being overworked by too many zealous individuals today. What the automobile industry needs most is more instruction and less legislation.

'It is advanced that in Europe there are laws compelling certain types of non-skid tires to be used, for the safety of the highways, and that such laws should be passed in this country.

"Although the dangers of skidding cannot be passed by or overlooked, yet the almost universal tendency toward, tires that are designed to prevent skidding shows clearly that such a law would be uncalled for over here. In fact, such laws might tend to work centrary to the interests of society. Because a man has complied with a single phase of the law and placed non-skid tires on his cars does not relieve the driver from his larger duty matter is that such a law would in this way place a premium on reckless driving. Non-skid tires cannot insure against recklessness any more than a life insurance policy can insure immortality. "I fully believe the time is coming when

cars with smooth tread tires will be as conspicuous by the absence of non-skid treads as motor cars without self-starters

Local Ford Agency Makes Record for

The Omaha branch of the Ford Motor ing sold and delivered sixty-eight model T's. Friday the 13th proved to be the record day as thirteen sales were complated on this day. Salesman E. V. Armstrong, who was born on Friday the 18th, was credited with six of these thirteen sales. Following is the list of Omaha people to whom cars were delivered dur-

ing the month: L. W. Woodrough,
E. Roe,
J. T. McMannis,
J. O. Detweller,
J. L. Brandels &
Sons, (five),
P. C. Cramer,
J. K. Plumb,
H. R. Morris,
C. L. Gould,
Charles Heine,
Hibber Tire and alon company.

H. Resd,
American Tobacco
company (four).
Firestone Tire and
Rubber company.
Bewsher Grain Co.,
Western Electric
company. Charles Heine, H. R. Schroeder, C. D. Woodworth C. D. Woodworth
& Co.
Frank Carey,
Bankers Realty-Inyeatment Co.:
Payne & Slater,
Dr. T. S. Dwyer,
F. P. Thornton,
Dr. L. A. Dermody,
J. J. Toms,
United States Supply company,

th Western Electric
oompany,
McCaffrey Bros.
-In- Dr. M. Gifford,
J. By McKitrick,
Dr. J. Patersen,
W. J. McCrann,
W. O. Larson,
dy, C. J. Ernest,
J. A. Anderson,
Sup- Andrew Peterson,
J. B. Rawlings,
ds, S. H. Moore,
Pasmus Nielsen,
T. H. Smith,
W. H. Guild,
J. H. Hilgenkamp,
Co., Mrs. Helen Rooertaon,

MOTOR CAR STARTS RUMPUS Mail Carrier Invades Nantucket with Overland Machine.

CASE SUPERIOR COURT IN

Mail Carrier Persists He Has Right to Drive Auto on Island Regardless of Exclusion

Law.

The little island of Nantucket, off the sonst of Massachusetts, is in a furore these days because of what is regarded as a daring violation of "the statutes made and provided." A merry legal war is occupying the attention of the courts, simply because Clinton S. Folger, a mail

carrier, likes motoring. The trouble, in which Mr. Folger has thus far been victorious, dates back several months to the time when the mail carrier purchased a 1914 model Overland touring car in Boston. In spite of the fact that automobiles have been rigorously denied admission on the island Mr. Folger brought his new purchase home, ering mail in it. The officials of the by their makers, pesforms in proper island were much wrought up when citi- fashion those functions defined by the sen Folger transgressed by introducing to drive carefully. The psychology of the his gasoline car in the hitherto sacred precincts. They remonstrated with the by very reason of this design, be unmail carrier, but to no avail. He made even. Its open vent provides a way both it clear that his citizenship entitled him for the escape of gas and the ingress to deliver mail in any sort of a vehicle of surplus oil. It carries its imperfec-

he saw fit. Seeing that words were useless, a big delegation of Nantucket citizens traveled develops. to Boston and had the Massachusetts Righway commission pass an exclusion law prombiting the use of motor cars on the island. But Folger kept right on driving his Overland. Then the island officials put their heads together and decided to ask for an injunction. But there was nothing doing. The injunction was the Month of March refused. Another conference, and the selectmen cited Folger into court. He empany has just finished the month of sitting of the superior court for the dis-March with a record on city sales, hav- trict is in July, 1916, so Folger, with a forgiving smile for his opponents, climbed into his car and started it off again. Before starting on his mail route, however, Mr. Folger announced that he would see the case through to the end, promising to take it to the federal supreme court at Washington, if such procedure required ten years. Meanwhile, he an-nounced, he would continue to drive his

DICTAMPHONE SUCCESSFULLY USED IN A SPEEDING CAR

The average business man who prize the dictaphone as a marvel of time saving and efficiency and who appreciates the delicacy of its construction, may find it difficult to believe that the instrument has been successfully used in a speeding

Yet that is precisely what was done in logging the route of a run of 123 miles near St. Louis. In this instance the diotaphone took the place of the laborious writing of notes bearing on landmarks, dangerous crossings, grades, sharp curves

turns, etc. After several trials and before the pathinding run was actually begun, it was found that the 1914 Cadillac was best fitted to carry the dictaphone and permit of its use while under way. The instrument was placed in the tonneau and the notemaker sat in front beside the driver. the tube from the dictaphone being carof the Cadillac two-speed axle in pro- VANITY TEST FOR MOTORS moting smoothness and steadiness in running was admirably demonstrated on Studebaker Foreman Tests Enamel

by Reflection of Own Face. in constant use while the car was running not a single record was marred by MUST REFLECT ALL FEATURES

If Enameled Parts Fall to Tell How

man Puts the Parts Back in the Bath.

Bad He Needs a Shave, the Fore-

Piston in Cylinder Without being in the least vain over The important part that piston rings his personal appearance, there is a vet-play in the speration of an automobile eran foreman of the Studebaker corporengine is clearly defined by a writer in ation's Detroit staff who admits to lookan article published by the Scientific ing at the reflection of his own face sev-American recently. Describing how the eral hundred times a day. engine is built and put together, and the Tom Humphreys is his name. He

relationship of its various parts, he says: bosses the operations in the enameling "No matter how perfect the fit of the department of the corporation's plant piston in its cylinder, it is necessary to No. 5. Under his direction a big force of use piston rings to prevent the leakage men is continually at work dipping in of the high pressure sases. To form great tanks of black enamel the fenders. these ripgs so they will bear evenly on all parts of the cylinder while in opera-tion calls for expect designing." pleted and polished from another part It cannot be said that the form of of the plant, where they have been and has since, with the exception of the piston ring, known as the one-piece type, pressed to shape from the cold sheet year's time was 53,000 miles, and here is steel. It is up to Humphreys and his an itemized list of the cost per mile:

men to give them the luster. Enameling is accomplished by writer. A one-piece ring has but a single baths, each of which is followed by a point of expansion, and its bearing must, baking process which makes the enamel virtually a part of the surface.

After each dipping hoods and fenders are carefully hung in racks until the surtions further by wearing and scoring the plus enamel has run off into troughs, to cylinder as soon as the least looseness be cleaned and used over again. The racks and their load are then run into The automobile awner who discovers his the ovens.

engine is deficient in the delivery of Humphreys keeps a roving eye on the power, who has been worried over car- early operations, but never fails to give bonization troubles and suspects that his close personal attention to the fendmore internal wear and tear is going on the test them by the accuracy and than is right, might be surprised to learn how much of all these things his one-piece rings are fairly responsible for. Own honest features.

Such conditions can be readily overcome "I know about how I ought to look." by installing in their place rings that Humphreys maintains. "I'm not stuck was fined \$15 for violating the exclusion can more properly claim to be the result on myself and I make due allowances, act, but immediately appealed. The next of expert designing, and can prove it by It isn't my own beauty that interests me, anyhow. But these hoods and fend-

era have got to tell me every time just C. D. HASTINGS TO MAKE how bad I need a shave or they don't get by.

When passed by Mr. Humphreys unique test a big truck takes each batch of boods and fenders to another Studebaker plant, where they meet the complete charsis. The attachment of these parts is the final operation which a car undergoes prior to the final test which precedes its trip to the shipping plat-

Oakland Owner Says Upkeep Very Small

Owners are always interested in the have learned that it is a mistake to consider only the initial cost.

In a recent letter received by the Oak-land Motor Car company from M. C. mercial manager, the scope of his duties Jansen Jr., of Nashville, Tenn., he states: "I have just thought that my car had a birthday after which I figured by en- agement remains as before. These tire expense for one year's running.

my experience with various makes of vally. other cars. The distance covered in a Gazoline

Oll, including transmission and cup greams . Washing and polishing Extras

The extras include \$3 for a dash light, \$2.50 for a toolbox to put on the step, \$1.50 for two headlight globes, and \$1.50 for a wire connection on the dash so that I would not have to pump up my tires by hand,

"I was at no expense for repairs and made no attempt to achieve a low expense record." Oakland officials state that less than

21/2 cents per mile is nothing unusual for a normal year's service with an Oakland in the hands of an average owner.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success

EXTENDED TRIP ABROAD

President J. Walter Drake announces that Charles D. Hastings has given up his duties as general manager of the Hupp Motor Car company. He still retains the office of secretary and will continue to be active in the counsels for the company. Later on in the year Mr. Hastings will take an extended trip in the interests of the Hupp Motor Car company, a branch of the business that has developed immensely during the last three years, Export shipments have now grown to such an extent that today this business alone pays the running expenses of the

factory. J. Walter Drake, president of the comcost of running a motor car, for they pany, continues active supervision over the general affairs, while the title of F. A. Harris has been changed from assistmercial manager, the scope of his duties having been enlarged.

The personnel and policy of the manchanges are merely in the course of re-"The result was surprising to me after arrangements that have taken place grad-



The Willys-Overland Company, Toledo, Ohio

Pall information as request.

uturers of the famous Overland Delivery ns, Garford and Willys-Utility Trucks.

SAFETY FIRST

Quality and Lower Cost Mileage for Goodrich Tire Users

Goodrich Unit Molding is in reality the original "Safety First" idea in tire-making.

The body of the tire, the side walls, the fabrics, the rubber, the bead and the Safety Tread are so well balanced and are of such uniform high quality that this, coupled with Goodrich efficient workmanship, makes it possible for us to mold Goodrich Tires as a . . .

Therefore, Goodrich Tires wear as a unit. Every part helping every other part to render the service demanded of it—thereby giving the utmost in service and mileage to the tire user.

The fine, strong fabric and high grade rubber are literally interlocked by Goodrich Unit Molding. This is one reason why Goodrich treads do not separate and why "tire trou-bles" are practically unknown to Goodrich

The extra thickness of tough Goodrich rubber in the treads of Goodrich Safety Tread Tires at the point of contact with the road provides longer wear, longer service and longer satisfaction.

The thick, tough rubber bars and crosstie of the safety tread as shown above, make a Safety First" roadway for the car. They clean and dry the path and grip it. Because the Safety Tread design is built as a unit, it rides easier than any other non-skid tire, and in fact just as smoothly as a smooth tread.

The Accepted Standard

Goodrich

Best in the Long Run



Just the unit-group of bars and crossue which brace and balance the strain on the tire so that the Safety Tread runs as a smooth tread does and gives more actual service and mileage.

Pay no more than the following price

11				brance for one acceluted standard waromoone me:				
	Size	Smooth Tread Prices	Safety Trend Prices	Grey inner Tube Prices	Size	Smooth Tread Prices	Safety Tread	Grey Inner
	30 x 3	\$11.70	\$12.65	\$2.80	34 x 45	\$33.00	\$35.00	\$6.15
	30 x 35	15.75	17.00	3.50	35 x 4%	34.00	36.05	6.30
	32 x 3%	1000 000 000 000 000 000 000	18.10	3.70	36 x 45	35.00	37.10	6.45
	33 x 4	23.55	25.25		37 x 5		44.45	7.70
	34 x 4	24.35	26.05	4.90	38 x 5%	54.00	57.30	8 35

Omaha Branch, 2034 Farnam Street.

The B. F. Goodrich Rubber Company

Factories: Akron, Ohio Branches in All Principal Cities There is nothing in Goodrich Advertising that isn't in Goodrich Goods



