

A NEW TUBE NOW SHOWN

English Patent Provides for Unburstable Inner Tubes.

SURVIVE TEST IN NEW YORK

Dozen Machines Equipped with Worst Outer Casings Available Travel Over Roughest of Roads.

An exceedingly interesting test of an inner tube for automobile tires new to this country was made the other day in a run so made from New York to Garden City and back as to cover about seventy miles in a dozen cars for which almost the worst outer casings available had been provided. The taxicabs that made the run were driven without any reference to saving tires. The outer shoes have so much worn through, in some cases so much so that the tube pressed through. In order to make the tryout even more severe the side walls of some of the casings were perforated with holes the size of a silver dollar so that the tube might have all the encouragement in the world to pop through.

The tubes used in the tests are what are known as the Searle "unburstable" inner tubes, an English product, for which manufacturing and selling arrangements are to be made in this country. F. W. Hall, one of the co-inventors of the tube, was present. Frederick R. Simms, maker of the Simms magazine, and well known as the founder of the Royal Automobile club and of the Society of Motor Manufacturers and Traders in London, is interested in the American production, as is also Orson Kilborn, who has the manufacturing rights here for the Dunlop wire wheel. These three supervised the test and in company with William B. Boyd arranged the details.

It was decided to take taxicabs because the company had a large number of "scrap covers," shoes in various stages of disrepair that could be substituted for the better stuff normally used in cabs. On one of these shoes the inner tube bulged for a distance of about six inches and another had the tread worn down through the fabric to the last ply protecting the inner tube. The low power of the taxicabs and the speed at which they were driven, especially where the road was rough, made the test very convincing to the onlookers. Each cab carried at least two persons besides the driver.

Although the tube is made with two layers of canvas, as great resilience and absence of friction are claimed for it as for the ordinary tube of straight rubber. The makers say also that it can be used with less inflation than the average tube, no more than fifty-five pounds pressure for the largest sizes being required, as against ninety pounds pressure for big sizes with the customary tube. This should make for more comfortable riding. The makers have made all sorts of tests under the supervision of the Royal Automobile club technical department, tests which are certified to by this authority, which seem to prove for the tube all the things that are claimed for it.

Famous Race Driver Buys a Lozier Four

Ralph Mulford has returned to his old love. He is now the owner of the make of car that carried him to victory in the speedway battles of days gone by, a Lozier of four-cylinder type.

Last week he dropped into Harry S. Hought's place on Broadway and asked to have a look at "Perrin's Youngster," which is his name for the "debutante" Lozier four.

"Thought I would come in and look the young fellow over," he said, addressing Hought and lifting the hood of the car for his first glance at the motor. "Go right ahead," said Hought; "you'll find the 'Youngster' is a real Lozier."

"If I do, I'll buy him," rejoined Ralph as he got at the innards of the motor and examined the proportions of the crank shaft and connecting rods, then stepped around and had a look at the front axle.

"Well," queried Hought, as the famous racer finally wound up at the gas tank in the rear of the car.

"Looks like a husky youngster. Let's see what he will do on the road," returned Mulford. So they drove out of the place and across the Queensboro bridge, the car leaping forward at every touch of Mulford's foot on the accelerator pedal. To sit behind the wheel of the car whose strength and power has enabled him to win the 1911 Vanderbilt and many other great contests was like a return home after many years of absence. "That's just the car I've been wanting for my own use," he said. "Perrin's Youngster" is a sure-enough Lozier.

F. J. MOONEY PROMOTED BY HUPP MOTOR COMPANY

Following the announcement made today by President J. Walter Drake of the Hupp Motor Car company that Sales Manager H. G. Neighbors had relinquished that position after several seasons of successful executive work, to enter another field, comes the news that Frank J. Mooney, for several years advertising manager of the company, has been appointed to handle both the sales as well as the advertising.

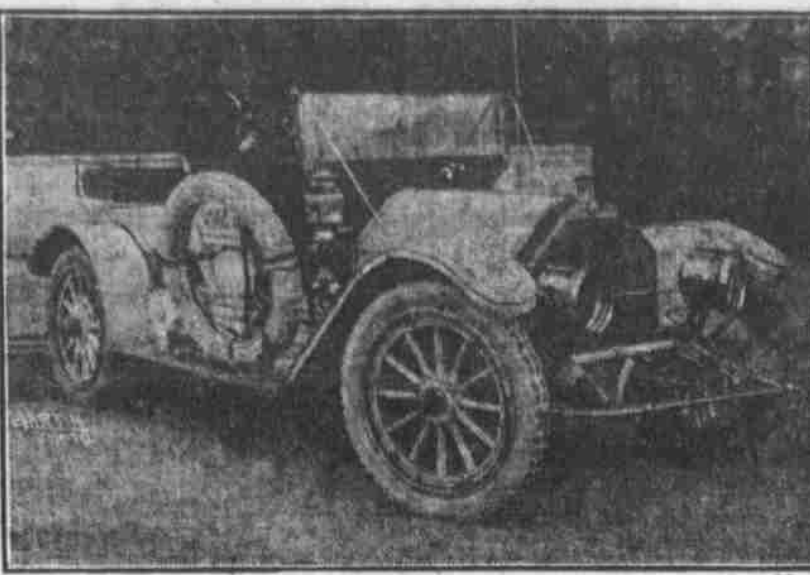
The appointment of Mr. Mooney will be of special interest to the advertising men throughout the country with whom Mr. Mooney has already gained a wide acquaintance by his accomplishments in both these fields.

Desert Taxi Game to Sell Electrics

Vice President Douglas and Secretary Hawke of the Omaha Taxicab company have disposed of their interests in that concern to S. A. Hauser, president of the firm, and have purchased the Electric garage from Denise Barkalow and George Redick. The new firm will superintend operations of the Electric garage at once. The Electric garage is located at Fortieth and Farnam streets and is especially a salesroom for electric cars and for storing and loading electric vehicles. It was badly damaged by the tornado last year, but has been completely repaired and is one of the most up-to-date garages in the city.

Coughs and Colds. Weak sore lungs quickly relieved by Dr. King's New Discovery. The first dose helps. Best remedy for coughs and colds and all lung troubles. 50c and \$1. All druggists.—Advertisement.

Fire Chiefs Now Depend on Automobiles



Horses are fast disappearing from fire departments everywhere. Now the automobile enables fire engines and all equipment to reach fires quickly and effect great savings. Flying with the speed of the wind,

CAR FORGETS TO TAKE DRINK

Studebaker Six Makes Long Run Without Drop of Water.

NEW RADIATOR IS FOUND TRY

Owner Takes Car from Loading Platform for Forty-Eight-Mile Drive and Discovers Engine Has No Water Supply.

Having waited several days for the arrival of his Studebaker six, A. W. Smith of Lockhart, Tex., was finally notified by the dealer that his car had just arrived in a shipment from Detroit. Mr. Smith—an experienced motorist—went to the yards, helped unload his car, hastily poured in a couple of gallons of gasoline and a little oil, and started with several friends for San Marcos, where he was due to meet an I. & G. N. train. The car wanted to run away with him, so Mr. Smith let it slip along in lively style, making the twenty-one miles in forty-eight minutes over a rather rough road. This pleased Mr. Smith, as the time is the best on record.

At San Marcos the train was reported two hours late, so Mr. Smith rolled around to a garage and ordered the tanks filled to capacity. When this was done an attendant suggested that the car, being new, might also need water. Much to the amazement of Mr. Smith, the attendant and several bystanders, the water ran straight through the radiator and out at the petcock at the bottom. Investigation showed that the car had not been supplied with a drop of water since the radiator had been drained, prior to the departure from the Studebaker plants in Detroit.

The surprise of all hands was the "more pronounced," as the motor was not unduly hot and had not appeared to be in want of a drink, despite the fast running and the fact that the day, while cool for Texas, would have seemed like midsummer to the resident of the average northern climate.

Friends of Mr. Smith, both in Lockhart and San Marcos, have been hearing so much about his new car that they are hard put to it for some means of modifying the complacency with which he recounts the exploit of his arid drive. The car has been dubbed by them as "Smith's Gasoline Camel."

And the worst part of their predicament is the fact that, to obviate any possible chance of doubt, he is ready to provide eye witnesses to testify to the fact that the feat was performed as recounted.

Mr. Smith is looking forward to a pleasant motoring season in a country where water is not always easy to get and where its lack has, especially in summer, brought about the confusion of many an automobilist.

Only One Chance.

"Ya-as," said the old man, who sat combing his whiskers with his fingers in a Jamestown hotel, while John Wells of Buffalo was waiting for his lecture hour to roll around.

"Yes?" echoed John, anxious to get his mind off his lecture and onto something pleasant.

"Ya-as, our parson done wrong. We was disappointed."

"As to what?"

"Well, ye see, old Comrade Job Sutton an' Aunt Jane Fridy died th' same week. Our parson ain't none too plentiful with his sermons, especially funeral ones. So he was up ag'inst it an' preached identical th' same sermon for each one of 'em. Best exactly th' same sermon—well, I might say he did leave out Jan's war-ree-kord."—Judge.

Gossip Along the Automobile Row

The Studebaker corporation, through E. R. Benson, vice president, in charge of automobile distribution, announces the appointments of L. J. Ollier as sales manager and of R. T. Hodgkins as assistant sales manager. Mr. Ollier has been for several years the manager of the Studebaker branch in Los Angeles. Mr. Hodgkins comes from the Studebaker vehicle branch in New York City, of which he has been head.

The W. L. Huffman Automobile company reports the following sales of Hupmobiles for the last week: William Yonker, Friend, Neb.; W. B. Ralston, Alma, Neb.; Metzger Brothers, Merriman, Neb.; Floyd Mahan, Clark, S. D.; Theodore Dempewolf, Harrisburg, S. D. Also carloads were delivered to Lincoln, Neb.; Sioux City, Ia.; Sioux Falls, Mitchell and Watertown, S. D., and Ord, Neb.

W. M. Clement, general manager of the W. L. Huffman Automobile company, is out on a pleasure and business trip to Merriman, Neb., having accompanied Mr. Metzger home in a Hupmobile touring car which he purchased Wednesday.

T. M. Bromwell, sales manager of the W. L. Huffman Automobile company, delivered a Chandler touring car to E. S. Clark of York.

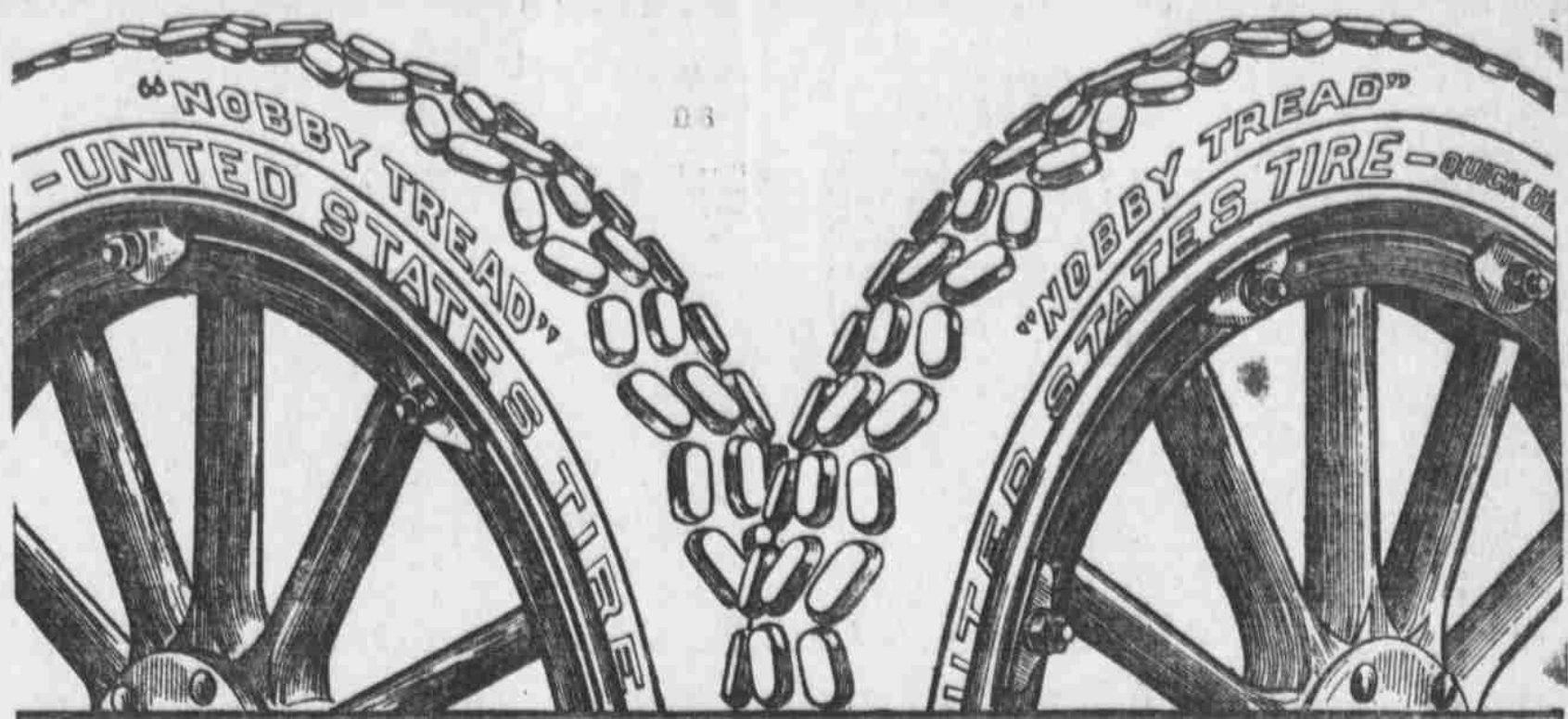
Clyde Wilson of Gravity, Ia., purchased a model "E" Chandler touring car from the W. L. Huffman Automobile company on Thursday.

Mr. Burbank, local representative of the Paige Motor Car company, announces the following sales and deliveries for the week just passed of Paiges "35's": Mr. Katskee of South Omaha, Mr. Kubuok of Dodge, Ia.; Mr. F. Vnuok of Dodge, Ia.; Mr. J. Luxa of Columbus, Neb.; Mr. G. Ream of Broken Bow, Neb.; Mr. Whitlock of Falls City, and Mr. Leaty of Falls City.

Mr. Beal, Omaha agent for the Moline Knight, is expecting several carloads of Knights for local deliveries the first part of the week.

SMOKING MOTORS. Need LEAK-PROOF Piston Rings. Keep Gas in and Oil out of Combustion Chamber. All Supply Houses, Garages and Repair Shops.

Imperial. The Buyer's Code:— Quality, Power, Endurance, Comfort, Lowest Upkeep Cost. All these you get in— The Imperial. An Honest Car—An Honest Price. DON'T buy an automobile until we have shown you this big, powerful, economical, beautiful Imperial "32." We believe it is the biggest actual motor car value you can buy for the money. Drop in today to see this car and go over every detail. We also want you to see our "Big" and "Little" Sixes sold at very moderate cost. All Models Electrically Started and Lighted. Some good territory still open for live agents. Write Imperial Automobile Co., Jackson, Mich., for details. BRADLEY, MERRIAM & SMITH, 700 Main St., Council Bluffs, Ia. 2209 Farnam St., Omaha



Punctures 90% Less

Investigations prove that with "Nobby Tread" Tires punctures are 90% less than with the average tire.

The big, thick "nobs" on "Nobby Tread" Tires stand out so far from the shoe that nails, glass, sharp stones, etc., hardly ever reach the shoe.

Study the "nobs," their size, their thickness, and the way they are placed, and you will understand why.

And remember this—you have got to wear out these big, thick, tough "nobs" before you even start to wear out the extra strong tire underneath—that is one reason why experts call "Nobby Treads"

Two Tires in One

The original wear-resisting quality, the quantity of rubber, the methods of construction—all have been rigidly maintained in "Nobby Tread" Tires, and maintained regardless of cost and regardless of price competition.

"Nobby Tread" Tires are the largest selling high-grade anti-skid tires in the world, and they are REAL anti-skid Tires.

Based upon their remarkable mileage records

"Nobby Tread" Tires

are now sold under our regular warranty—perfect workmanship and material—BUT any adjustments are on a basis of

5,000 Miles

Thousands upon thousands of veteran motorists now use "Nobby Tread" Tires on their front and rear wheels through all seasons, because they are such phenomenal mileage tires and real anti-skid tires.

United States Rubber Company. NOTE THIS:—Dealers who sell UNITED STATES TIRES sell the best of everything.

Omaha Rubber Co. EXCLUSIVE AGENTS IN OMAHA. 1608 Harney St. "Just Around the Corner"