

AUTOMOBILES

ADAMSON BILL IS MEETING APPROVAL

Act to Permit Motorist to Travel in Act to Permit Motorist to Travel in Expected to Pass.

A. A. A. IS BACK OF THE FIGHT

WASHINGTON, Feb. 26.—Many members of both branches of congress have unhesitatingly expressed themselves in favor of the Adamson automobile registration bill, which provides that a motorist with his home state number can freely travel anywhere in the United States without additional taxation.

American Automobile association state and local clubs throughout the country, in asking the support of their spokesmen in Washington, have been gratified at the practical unanimity of the replies received. Typical of these replies are the following:

Representative A. C. Hart of New Jersey: "I am heartily in sympathy with the Adamson bill and shall support it."

Representative A. G. Dewalt of Pennsylvania: "I can unhesitatingly say I am for the Adamson bill."

Representative John A. Key of Ohio: "From what I know of the Adamson bill I can very consistently support it."

"Conscientious and careful consideration," is the phraseology used in scores of letters to American Automobile association club presidents, both from senators and representatives, and the general sentiment offers a pronounced contrast to the reception accorded the federal registration bill put forward several years ago by the national automobile organization, of which William H. Hotchkiss was then the president.

Public Opinion Changes.

Commenting upon the change of public opinion, President John A. Wilson says: "Of course the fact alone that the American Automobile association now speaks in organized form for over 2,300,000 road users, with another 1,000,000 in sight before the close of the present year, as against less than 100,000 ten years ago, tells its own story. The self-propelled vehicle is an accepted necessity and economically has its place.

"I believe that the time is nearer at hand than most of us realize when Representative Adamson's prophecy will be realized, and that it will be only the operator and not the vehicle calling for a number. His number will be displayed on whatever vehicle may be in charge of the operator, who will be subjected to an examination sufficient to demonstrate his ability to handle an automobile under diversified traffic conditions.

"In the country districts, which are absorbing the greater part of the motor cars now being produced, there is a growing dissent at the multiplying increase of vehicle taxation. Some day soon the automobile will be taxed like any other piece of property, for roads confer a general benefit and should be paid for out of general funds."

Stock Car Racing is Solution to the Speedway Problem

"There is a solution for the speedway problem," said J. G. Vincent in discussing the future of competition and the chances for success of the many expensive speedways constructed or under construction in the United States. "The solution is stock car racing. I do not mean stock car racing as it was once conducted, but racing of stock cars that are such in reality. The rules must be changed, barriers against changing the cars from strictly stock models must be devised and every possible barrier must be erected to make the contests real tests of the cars as turned out for purchase in the open market, by the manufacturers. Providing that rules to the effect that the car to be raced must be selected at random from the stock of a dealer, were enforced to the letter, and providing that observers were placed in charge of the cars to vouch for the preservation of the cars as real stock car models, the races would be honest contests of cars as they are bought by the public.

Railings on Walks Prevent Accidents

Robert H. Stewart prophesies that the day is not distant when iron fences or railings will be imperative in large cities where traffic is the thickest. Stewart cites the alarming number of accidents suffered by pedestrians due to crossing streets at other places than at the proper street intersections, and says as the number of automobiles increase that this problem becomes more dangerous. He believes that this can easily be solved by installing iron fences or iron railings along the edge of the sidewalks so that the walking traffic cannot cross the street at any place except at the proper street intersections. This will give the city officials control of the pedestrians and their movements, which is the one and only way to safeguard them.

Egan to Be Seated. Jack Egan, former American league umpire, will act as scout for the Providence International league club this season.

Self-Starter is Feature Demanded by All Motorists

One of the accessories which has popularized winter driving, especially among owners who enjoy running their own cars, is the electrically operated self-starter.

It is no longer necessary to get out in the rain, nor step in the mud or snow and crank up the engine to get under way, for practically all cars are now equipped with electric starters, and the driver, pressing a switch with his foot, starts the motor without leaving his seat.

This feature has become so popular among purchasers that a salesman would as soon think of offering a car without any lamps or without a horn, as to endeavor to sell one that is not furnished with an electric starting and lighting equipment.

Considering the work which these outfits do, they are very simple. The only care which is necessary is to see that the battery is kept properly filled with distilled water, so that the plates are always covered.

Kissel All-Year Car Boosts Sales in Winter Months

An increase of 118 per cent in factory shipments of automobiles for January, 1916, over January, 1915, is reported by the Automobile Chamber of Commerce. Says H. S. Daniels of the KisselKar, "and credit is given the popularity of the convertible car as a big contributing factor to the astonishing increase.

"One of the most surprising things about the development of the convertible car, which has made automobiles sell in winter as well as in summer, is that rival manufacturers were so slow in following the Kissel lead. It was more than fourteen months after the announcement of the Kissel all-year car in August, 1914, that competitors adopted the idea. "Another phase of the subject that has been discussed and usually looked upon as a great mistake, lies in the fact that many manufacturers have tried to build as cheap a top as possible instead of as good a top as possible. "Kissel rightly claims that the sale of the all-year car during this season has demonstrated that buyers are not merely looking for shelter in a convertible car, but style and workmanship as well."

Little Danger of Fire at Auto Show

What would have been the result if a fire had broken forth at the Auditorium during the big motor exposition? With \$1,000,000 worth of automobiles in the building a fire would have been disastrous several ways, especially to the insurance companies.

But the auto show association and the various exhibitors were fully prepared for fire. All over the Auditorium Pyrene extinguishers were at hand's reach. Pyrene is used by all automobile men for fire extinguishing. It is one chemical which boasts the decision over gasoline. Many times Pyrene has saved the lives of automobile race drivers when their cars caught fire while traveling at a ninety or 100-mile an hour clip. It will be remembered last year Donaldson's car caught fire in the Omaha race. A couple of squirrels of Pyrene, the fire was out and Donaldson continued the race. The presence of the many Pyrene extinguishers is the reason the exhibitors had little fear of losing their \$1,000,000 worth of cars at the show through fire.

SALE OF MEDIUM PRICED CARS SHOWS INCREASE

The increasing sale of medium priced automobiles from year to year is due to two reasons. The discovery by owners of big, expensive cars that approximately as much satisfaction can be obtained from a less costly one is the first. The discovery by owners of small, cheap cars that added comfort and slower depreciation is worth the difference in price is the other.

A prominent citizen, who is able and has paid several thousand dollars for his cars in the past, purchased the other day a KisselKar high efficiency 22. He was a little skeptical when he first came to look at the car, but after he, with his chauffeur, had gone over every point thoroughly, he was completely satisfied that the 22 fulfilled in every essential way all that he cared for or expected, both as to appearance and ability. The next day we took the order of a customer who had been driving a small, cheap car. They looked at the matter in the same light that the added style, comfort, power and strength of the 22 made it a better-paying investment than the kind of car he had been driving.

THREE CUBAN ATHLETES ON THE GOTHAM TEAMS

Three Cubans will vie for plaudits of New York fans. The Giants have Paizero and Rodriguez, while the Yankees have Aragon.

E. L. Doty Finds Six Touring Car Leader of the Velie Line

E. L. Doty exhibited three Velie models in his space, a highly polished model 22

six-cylinder chassis, showing all mechanical parts in their natural material and detail; a standard six touring car, with both summer and winter tops, and a roadster type on the same chassis.

The new Velie six touring car at \$1,065 is the leader of the Velie line, with a wheel base of 115 inches, tires 23x4 inches, Velie continental motor 3 1/2 x 1/2 in dimensions

and everything good in motor car construction—nothing is left to wish for, but everything is included.

The touring car model reveals to the best effect the curved radiator and the tapered hood, blending into a perfect streamline body, the deep tufted cushions upholstered in genuine leather and curled hair, the vacuum rear tank system and

many small details of appointment ordinarily overlooked.

The roadster is unique in its ample seating capacity, with graceful lines and an unusual storage space. The rear deck is provided with two compartments. The one may be used for extra tires and the other opening from the deck provides ample space for unit cases and other

baggage. White wire wheels add a touch of individuality to this model.

The accessibility of all parts is fully shown by the stripped chassis. The cylinder head of the Velie motor is easily removable, giving instant access to the combustion chambers, cylinder walls, valves, etc. The piston may be removed through the bottom of the case without disturbing any adjacent part.



The New Paige "Six-38" is here

AT THE VERY earliest opportunity—today if possible—we want you to come to our salesroom and see the latest addition to the Paige line of six-cylinder cars.

Right now, we might tell you that this new Paige is a startling achievement.

We might tell you about its remarkable motor—its luxurious appointments—its rich French leather upholstery—its roomy seating arrangements for five full-grown passengers—its ample wheel base and impressive European stream lines.

We might tell you about all of these features—and a great many more. But we much prefer that you shall establish them for yourself.

We want you to FIND in this car your ideal of what a five-passenger automobile really should be.

We want you to personally "discover" the car that you and your family have been waiting for and hoping for these many years.

We want you to set your expectations just as high as you possibly can. Then, examine this new Paige and see if you are obliged to make one single compromise.

We ask you to do this for yourself. We shall be quite content to abide by the result.

And, now, let us say a word about "price."

This has been a strenuous season in the motor car field—an especially strenuous season in the light six division.

Prices have been slashed right and left. Bold, intemperate "claims" have been made and it has, perhaps, been difficult for the public to separate the wheat from the chaff.

But—no matter what the "claims" may be—the public is concerned first and last with Quality—basic quality—fundamental quality.

It is a matter of public knowledge that the cost of raw material and labor has vastly increased during the past twelve months.

So, this is the year of all years when you must investigate and analyze before you finally decide to make your investment in an automobile.

Only too often a cut in price means a proportionate cut in quality. A car, you must remember, can be "refined" to the point where all of the goodness is taken out of it.

Therefore, make it a point first of all to critically investigate the car which you propose to buy. Pay attention to the little details quite as well as the big ones. Actually satisfy yourself that price reduction has not meant quality reduction.

It is on this basis that we want you to consider the new Paige.

Last year the "Six-36" sold for \$1095. Now we offer you a greater car—a finer car—a more luxurious car—and a reduction of \$45 in price.

All of this has been made possible by just one thing—the overwhelming demand for Paige automobiles.

This demand has increased Paige production more than 200 per cent in the past six months. This demand has forced us to double the size of our factory—double our equipment of machinery—double our force of skilled workmen.

Now, we are in position to make use of every labor saving device known to scientific management. With large scale production methods, we are able to effect savings which were absolutely impossible with a smaller output.

As a consequence, we are in a position to offer more actual dollar for dollar value than ever before in the history of this company. We have reached the point where each unit of a Paige car is produced with maximum Efficiency and Economy.

These are the facts. These are the reasons for the extraordinary value which you will find in both the new five-passenger "Fleetwood" model and the larger Fairfield "Six-46."

But see the cars for yourself. Take nothing for granted except the evidence of your own eyes. Give us an opportunity to prove our case to your entire and absolute satisfaction. That is quite all that we ask.

Specifications "Six-38"

Motor—38 H. P.; six cylinder; cast in bloc from special gray iron; bore 3 1/4" stroke 5". Cylinder head cast separate. Bottom of crank case sheet steel.

Transmission—Three speeds forward and reverse in an aluminum case at rear of motor. Transmission gears and shafts are Chrome nickel steel, heat treated and ground. Shafts carried on annular ball bearings; and Hyatt roller bearings. Oil capacity 2 quarts.

Clutch—Multiple disc, cork inserts enclosed in flywheel and running in oil; 14 discs; 36 corks in each of seven driving discs.

Frame—High carbon steel, channel section, 4" deep and 3 1/2" flange; 1/2" thick. Frame tapers to 2 1/2" in front, giving short turning radius.

Springs—Special spring steel stock, heat treated. Front semi-elliptic 36" long, 2" wide. Rear Cantilever type 44" long, 2 1/4" wide.

Tires—Goodyear or Firestone 32" x 4"; safety tread on rear.

Wheel Base—117". Steering Gear—Jacox irreversible screw and split sleeve type.

Carburetion—Rayfield, fitted with hot air intake tube. Dash adjustment.

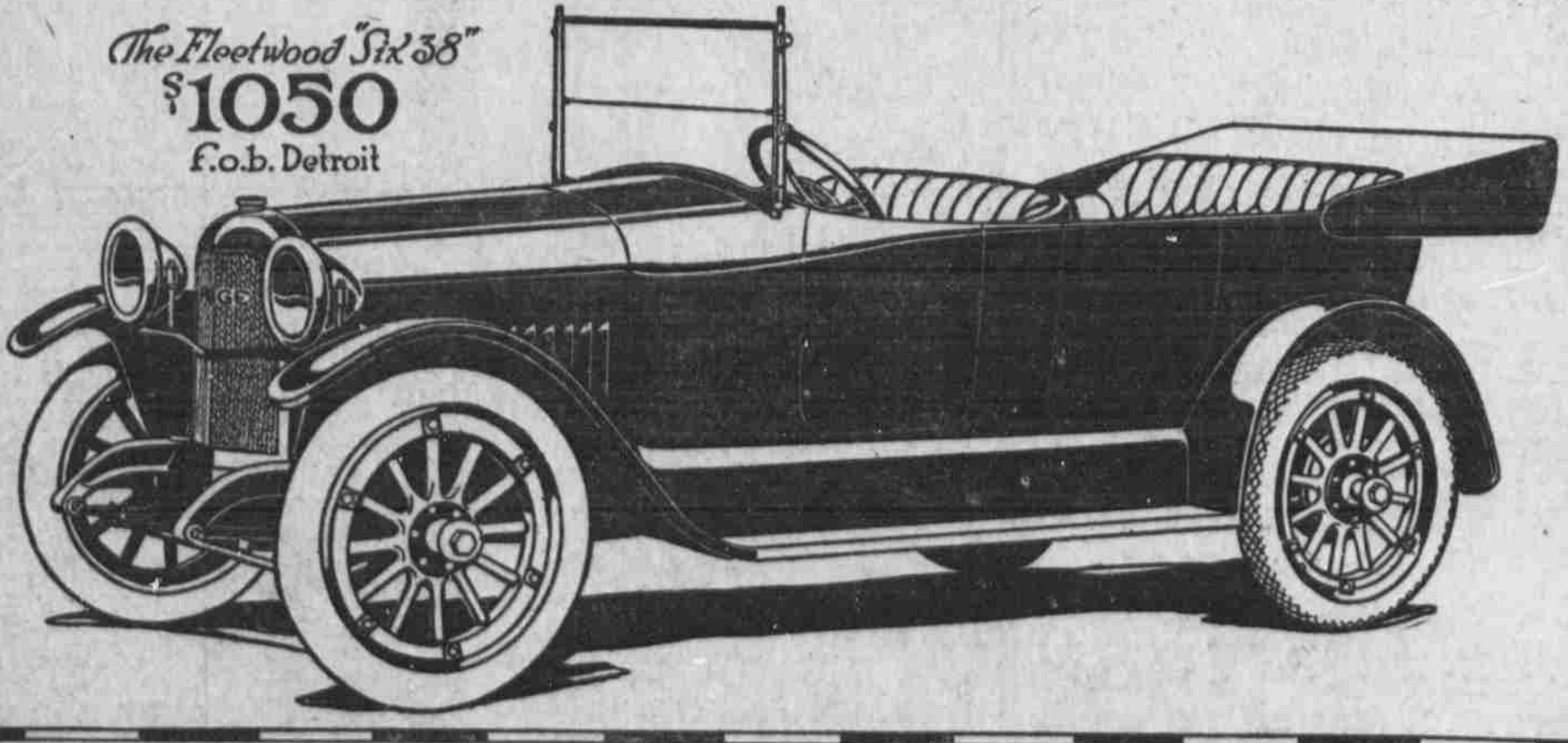
Electrical System—Gray & Davis improved electric starting motor; Gray & Davis separate electric generator with automatic electric governor.

Ignition—Remy high tension, distributor and Willard 6-volt battery.

Standard Colors—Paige Richelieu Blue; straw wheels. Nickel trimmings all models.

Other Models
Fairfield "Six-46" - \$1295
With detachable winter top - \$1545
Cabriolet - \$1600
Sedan - \$1900
Town Car - \$2250
f. o. b., Detroit

Paige-Detroit Motor Car Company, Detroit, Michigan
MURPHY-O'BRIEN AUTO COMPANY
1814-18 Farnam St. Phone Tyler 123



The Fleetwood "Six-38"
\$1050
f.o.b. Detroit

Willard
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Be Careful
Don't tinker with your electric starting and lighting system. Storage batteries and such things are our specialty. We banish battery ills.

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2202 Farnam St. - Tel. Doug. 5102

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