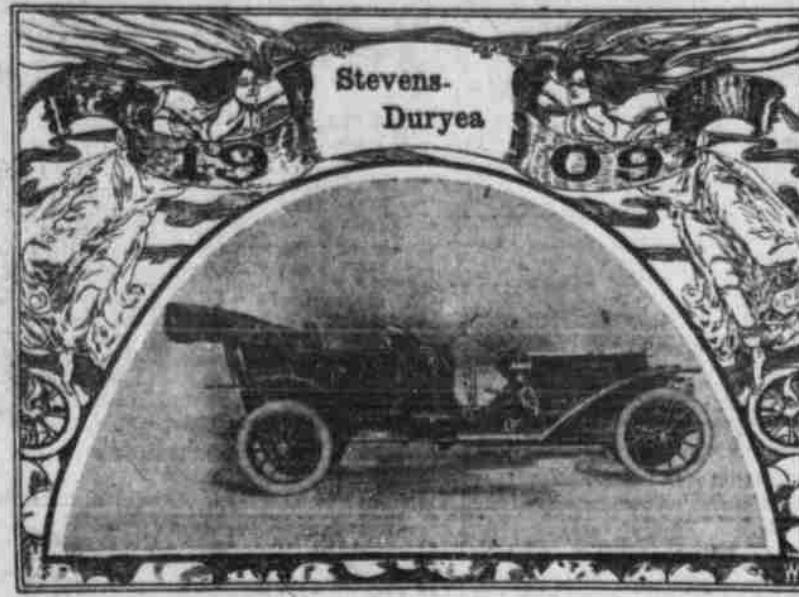




C. F. Louk—The Maxwell.



H. R. Kimball—Stevens-Duryea, Cadillac, Stanley, Babcock Electric.



Guy L. Smith—The Franklin.



Omaha Automobile Co.—The Auburn, the Wayne.



The Oldsmobile Co.—The Oldsmobile.



Brick Kuha—Hoisman 1,000 pound Delivery, Fryer-Miller Heavy Truck, Interstate Touring Car—Money Making Machines—Space A2.

UNIFORM CONTEST PLANS

Purpose of the A. A. A. Board Recently Appointed.

RATIONAL CONDITIONS IN RACES

New Body Will Have Charge of All Auto Contests and Track Events Other Than International.

A meeting of the American Automobile association contest board and its advisory committee was held Monday. This is the body which will have control of automobile contests, including track events, other than international, in this country. The classifications and formulae according to which the contests will be conducted, will be furnished by the Manufacturers' Contest association, which has been organized recently by the American automobile manufacturers and importers.

The American Automobile association test board is constituted as follows: P. B. Hower, chairman; Frank G. Webb and A. L. McMurry, an additional member of this committee is to be appointed. The advisory committee, through which the Manufacturers' Contest association cooperates with the contest board, is made up of:

E. P. Chalfant of the A. L. A. M., Alfred Reeves of the A. M. C. M. A., and E. R. Hollander of the Importer's salon. Howard E. Coffin is chairman of the organization committee of the Manufacturers' Contest association.

These were present at the meeting Monday. P. B. Hower, A. L. McMurry, Frank G. Webb, E. P. Chalfant and E. R. Hollander.

Purpose of the Scheme.

The purpose of the new arrangement is to advance uniform and rational conditions in contests, at the same time vesting control in a body having national club affiliations, and to ensure that adequate care be taken in granting sanctions for contests and that the same be carried on fairly and effectively, prizes being guaranteed by those in immediate charge of contests, and trophies, with valuations attached, being appraised with integrity. It must be proved to the satisfaction of the board that trophies or cash prizes, as advertised, will be awarded promptly. And when values are stated, the awards are to be in cash or plate, at the option of the winner.

The different districts of the United States and its possessions will each be represented by an association member of the contest board, his duties being to keep the board advised of contest matters in his district.

The Glidden tour is not affected by the terms of the agreement between the manufacturers and the American Automobile association.

No sanction will be granted for a long distance road reliability contest within a month of the duration of the Glidden tour.

A uniform entry blank for application for sanction for contests has been adopted. All entry blanks will be uniform for corresponding events.

Every entry blank must contain the words: "Under the sanction and rules of the American Automobile association."

New Schedule Fees.

The new schedule of sanction fees is as follows:

Road race, where a stand is erected... \$200

Track meeting... 100

Hour event... 50

Hill climb... 50

Endurance contest... 50

Road and beach speed trials... 100

All clubs affiliated with the American Automobile association are entitled to a 50 per cent reduction from these rates.

A special meeting of the contest board was held Tuesday at the Engineers' club to complete numerous unfinished details carried over from the previous day.

The joint work of the contest board and its advisory committee is pledged to be very thorough and impartial. The new body assumes no responsibility for occurrences of the past, but insofar as it may be practical, it will, when granting future sanctions to clubs or promoters, use its good offices in an endeavor to disentangle complications that can, without discrimination, be brought within its jurisdiction.

It is but natural that individuals with personal grievances, or promoters whose plans may not harmonize with the new order of affairs, will criticize the purpose of the joint committee to be entirely fair in their decisions and treat all cases with uniformity. This, however, was made imperative by the adoption of a new schedule of sanction fees, and the resolution that all events must be run under existing rules of the American Automobile association until new rules can be formulated by the special committee that has been appointed by the Manufacturers' Contest association.

The joint committee decided unanimously to keep the press fully informed upon all contest matters of interest and the friendship and co-operation of the press will be encouraged.

The agreement between the American Automobile association and the Manufacturers' association was accepted and ratified by the former association at a meeting of its executive committee held at its offices in New York City Wednesday morning.

"SOCIETY" AT AUTO SHOW

Exhibitors Spruce Up in Honor of Occasion.

Society night at the Automobile show proved a great success and thousands availed themselves of the chance to see the exposition in all its splendor. Cars had been polished more brightly, aisles swept clean, demonstrators were in evening suits and pink and white carnations were given away by some of the dealers.

The number of visitors is increasing as the show goes on and more and more people are coming to Omaha each day until the hotels are taxed to care for the crowds. Every town in Nebraska has an automobile dealer and western Iowa is just as well

SPRING TOURS SOON IN ORDER

Call of the Road Will Be Heard by Automobile Owners.

SOME THINGS MOST NEEDED

All Questions of Supplies of Oil and Gasoline and Small Parts Should Be Looked After Before Start.

With the approach of spring, practically every other new automobile owner is seized with the long-tour fever, and a majority of owners, especially of the medium and low priced cars, are under the necessity of being their own chauffeurs and machinists, when on the road, it is desirable to know what to take for emergencies that may arise, also what to do when they do rise.

Novices usually make the mistake of loading themselves and their cars with material and tools which are only in the way and serve no practical purpose. The kit of tools supplied by the manufacturer contains everything needed to make repairs that can be made by a layman, and if a breakdown occurs that cannot be cured by the aid of the materials in the tool box it is time to call for outside assistance.

In the first place, no beginner should attempt an extended tour without knowing something of the principles on which the gasoline motor works, if the owner of a gasoline car, or if a steam car is used, it is equally essential that a knowledge of its principal working parts, and how they operate, should be obtained before attempting long trips.

Look at Car Yourself.

See that every nut on the car and engine is tight, do not take the word of the boy in the garage. It is not a matter of much time before starting, but may prove a very serious matter when on the road. If your ignition system is dependent on dry cells or a storage battery, or both combined, see that the storage battery is completely charged and that the amperage of the dry cells is sufficient. Look carefully to the wiring of the car, as a loose terminal or imperfect insulation can cause endless trouble to the beginner.

Have Extra Tires.

Don't start on a tour without an extra outer case, and, preferably, two extra inner tubes; in any event don't fail to carry at least one extra one. A tire-repair kit is usually furnished with the car and emergency repairs of inner tubes usually can be made without much trouble, provided the directions given are carefully followed, but the novice must bear in mind that patches applied to automobile tires do not always stick well, especially when the weather is warm and a good rate of speed is maintained. The tires get very hot and the cement on the patches melts and they are then of no use. Time and temper will be saved by having tubes vulcanized at the first shop where there is a repair shop, and should one not desire to wait until the repair is completed, it is an easy matter to have the tire shipped forward by rail. On replacing a repaired inner tube or putting in a new one, always place a piece of stout canvas on the inside of the outer case, covering the puncture or tear in the outer case. This will prevent a blow-out of the inner tube. When, however, the injury to the outer tube is in the nature of a tear, it is economy to use the extra case, for a tire will pick up grit and gravel, which will work through any orifice larger than a small nail hole, and ruin both outer case and inner tube. In case one is not familiar with the method of putting on tires, it is well to take a lesson or two in a garage before starting, otherwise the first attempt may be productive of a pinched inner tube.

Gasoline Good Asset.

It is well to take two or three gallons of gasoline and a gallon of lubricating oil in addition to the supply ordinarily carried. They can be conveniently put in gallon cans, which will fit in unoccupied spaces. Be sure that the caps of the containers are tight and they should in all events be carried upright.

Creature Comforts on a Tour.

Creature comforts on a tour are largely matters of taste and inclination, but it is well, if a car has no top, to carry a cover that will thoroughly protect the occupants from rain. Rubber coats and high rubber-boots are never amiss, especially for the driver of the car. While it is not best to try roads that may be more than ordinarily bad the chances are that they will be met sooner or later. Furthermore, sudden storms are apt to make some roads almost impassable, so it is well to carry a block and tackle for emergencies. A shovel should be included in the equipment, for occasions may arise that will require its use. Tire grips are essential and must always be included in the outfit.

Carrying Baggage.

Such personal baggage as is absolutely essential should be packed in a suit case that can be carried by being strapped to the car, and if a tour is to be of more than ordinary length, it is well to send baggage that cannot be accommodated on the car, by express to the next stopping place.

While lying on one's back in the middle of the road is no longer the proper thing, and the necessity therefore does not often arise, it is advisable to take a pair of overalls and a jumper, likewise old gloves, which can be used instead of the driving gloves, in making repairs and adjustments. Goggles must not be forgotten, for the dust and glare of the road may otherwise cause severe eye strain.

Don't Neglect the Blow.

Do not neglect a "blow" in an engine. It may only be a faulty joint such as a leaky valve cap, etc., but it may be an internal "blow," which means badly fitting piston rings, or possibly the rings have so moved that the slots are all in line. In any case an internal "blow" is very bad and causes an increase in carbon deposit to eventually accumulate in the base chamber, and then the big end and main bearings are liable to be scored.

Strangers Find Omaha Bad Place for Nuptial Rite

William Overstreet and Mrs. Nellie Mooney of California, Baffled in Effort Here, to Try Elsewhere.

William Overstreet and Mrs. Nellie Mooney, two Californians, found Omaha a poor place in which to try to marry Friday morning. They were refused a license to wed because Overstreet admitted that he had been divorced January 12. "We'll try some other town," declared Overstreet, as he left. Mrs. Mooney is said to be a widow of the old-fashioned kind. That is, in respect to the way she became a widow. Otherwise she seemed quite down to date, both her apparel and that of her escort being quite modish.

The law of Nebraska with regard to the remarrying of divorced people is a bit ambiguous and marriage license clerks and even attorneys are not quite sure how to interpret it. The statute reads:

It shall be unlawful for any person who shall obtain a decree of divorce to marry again during the time allowed by law for commencing proceedings in divorce or by appeal for the reversal of such a case.

It seems to be the plain intent of the statute that the party securing divorce shall not remarry until the other party shall have had due time to make a contest. But suppose the party who is divorced does not wish to contest, can he or she go straight ahead and marry? This question has never been settled so far as known. On the other hand, marriage license clerks are playing on the safe side and refusing licenses in all doubtful cases.

When Judge Howard Kennedy issues a divorce decree he always adds a provision that neither party shall remarry within six months from the date of the decree, and there is, of course, no question in these cases. Other judges of the district court employ this practice only occasionally.

Claims to Money Settled by Gift to Waif Home

Woman Finds \$20, Which Six Demand, and Gives it to Child's Saving Institute.

At least six persons lost a \$20 bill at a certain downtown corner one night last week. Or at least that number made such a claim. Now, because of the difficulty in determining who really did lose the money the Child Saving Institute is \$20 better off.

Mrs. T. H. Van Nostrand, 1004 South Thirty-seventh street, found a \$20-bill while walking down the street with her husband one night when the streets were thick with slush. She just happened to see an object crumpled up at her feet and smoothed it out. It proved to be \$20. Several persons saw her pick it up and she received just six notes from as many individuals, each of whom described the money and claimed to have lost it.

Mrs. Van Nostrand was anxious to restore the money to its rightful owner, but how could she determine who that was? She didn't waste her time in trying. Mrs. Van Nostrand thought of a better solution of the problem. She called up Dr. Clark of the Child Saving institute and to him presented the money to be used in the work of caring for the little waifs under his care.

Dr. Clark received in his mail Friday morning another little contribution that made him feel happy. Two \$5-bills were enclosed in a letter that bore no signature, but this message:

"Please accept the enclosed and use it to the best interests of the institute and may God bless you in your great work."

"The only way in which I know of making an acknowledgment of this gift is to ask you to publish the fact in 'The Bee,'" said Dr. Clark. "I want the good man or woman who sent the money to know that we appreciate it and the message accompanying it."

Money Never Comes Back—Put into a home, it stays. Nebraska Savings and Loan Association will show the way. Board of Trade building.

Overland

Henry H. Van Brunt, Council Bluffs, Ia.—Overland, Pope-Hartford.

Pope-Hartford

Henry H. Van Brunt, Council Bluffs, Ia.—Overland, Pope-Hartford.

Baker Electric

Electric Garage—Dentse Barklow, Prop.

White

Drummond Carriage Co.—The White Steamer—The Woods Electric.

International

International Harvester Co.—The International.

Hoisman

Brick Kuha—Hoisman 1,000 pound Delivery, Fryer-Miller Heavy Truck, Interstate Touring Car—Money Making Machines—Space A2.

Regal

W. L. Huffman, Western Distributor. The Regal, the Hupmobile.

Chalmers-Detroit

H. E. Fredrickson Automobile Co.—Chalmers-Detroit, Pierce Arrow, Atlantic Auto Co.—Atlantic and Council Bluffs, Ia.—The Ford, the Reg, the Premier.

Premier

H. E. Fredrickson Automobile Co.—Chalmers-Detroit, Pierce Arrow, Atlantic Auto Co.—Atlantic and Council Bluffs, Ia.—The Ford, the Reg, the Premier.