

# AUTOMOBILES

## Officers of the Automobile Show



J. J. DERIGHT,  
President.



CLARKE G. POWELL,  
Secretary.



WILLARD D. HOSFORD,  
Manager.

### GOOD HINTS TO MOTORISTS

In Making Repairs Be Sure Everything is in Its Place.

#### CORRECT PRESSURE ON TIRES

Excessive Tensioning is Frequent Cause of Breakage in the Porcelain of the Sparking Plug.

In making repairs, the greatest care is necessary in reassembling the parts of a motor to insure that everything is put back in the correct position and that all adjustments are made exactly right. Particular attention must be paid to the ignition mechanism when making any change affecting the timing. In such cases, before any attempt is made to start the motor it should always first be ascertained whether the spark occurs at the proper moment or not, since when the spark occurs too early a back fire is produced in the engine and if the spark occurs exceptionally early bodily injury may result to the person attempting to start the motor.

The maintenance of the correct pressure in tires seldom receives the attention it deserves. It is really impossible to secure the best results unless the tire pump is provided with a gauge in good working order. No hard and fast rule can be laid down for the pressure per square inch to be pumped in—so much depends on the size of the tires and the weight of the car, as well as the make of the tires. From seventy pounds to ninety pounds per square inch may be accepted as the average pressure necessary. There should be no decided bulging of that portion of the tire in contact with the ground, and if on forcing the wheel sideways by pushing the upper part, the under part is observed to sway, it is a sign of insufficient pressure.

When the magneto ignition is failing in its magnetic powers, it will be found that the engine logs poorly, because the ignition is less rapid, and this is followed by a loss of power. When the magneto weakens, it is only necessary to remove the horseshoe magnet and have them remagnetized by being placed against the field of a dynamo which is working at its full power. By doing this the permanent magnets will be remagnetized and the magnets will then develop its full ignition power and continue to work for a further lengthened period before remagnetizing is again required.

A frequent cause of breakage in the porcelain of a plug is the excessive tensioning up of the plug holding the porcelain in position. This should not be screwed up—if one may use the expression—"hand tight," it having been found from experience that a plug so treated is practically everlasting. A frequent cause of a short circuiting in wet or foggy weather is caused by damp becoming deposited between the fly nut holding the high tension wire across the porcelain of the plug, and so to the frame. This may be avoided by winding insulating tape from the porcelain of the plug to the insulating rubber of the high tension wire, then treating the cross-wire terminal on the contact breaker in a similar fashion.

In putting new cells in your motor car, never place in any more cells in series than originally came with the machine. With a good coil, four to six cells in series will give satisfactory service on almost all cars, and if four cells give satisfactory service, then a greater number connected in series will last a shorter length of time, to say nothing of the excessive burning and pitting of the platinum points of the coil. To any one not versed in electrical matters, this statement seems strange, but it is easily understood if you consider that when you add more cells the voltage of the battery is raised. Consequently a greater amount of current would flow through the coil, and the more current that flows, of course, the shorter will be the life of the battery. When adding fresh cells to a battery, test all cells and remove those which are almost run down.

If you are temporarily forced to put up with a defective bolt, it may be made secure by flattening it slightly with a hammer on an anvil, a stone or other hard material, so that the nut will hold for some length of time. As a result of the hammering, the bolt will be made slightly oval, causing the nut to grip on the threads of the greater diameter thus created. If it is the nut that is stripped, it should be made slightly oval by means of the hammer, but, remember, if it be of iron, it may crack, therefore, it is advisable to tap lightly. Sometimes a stripped nut may be made to hold for a time by twisting tow around the bolt before screwing up. Nuts may also be retained in position by wetting the part with spirits of salts, but the same end may be attained by slightly burning the end of the bolt.

The flying machine, like the submarine,

is inevitably destined to be of immense value to the race for one or two special services, and it will assuredly be popular with sportsmen in search of new thrills. Beyond this, the so-called flying age is, according to the best expert opinion, a product of vivid imagination rather than intelligent foresight. With the wonders of the inventors all about us, such dogmatic scepticism may seem unwarranted and as mere speculative discussion of the art it is so, no doubt. But when some modern Kewley or an aerial counterpart of Mr. Lemoine, the French diamond maker, comes around peddling stock in an "all-air line" between New York and Chicago (a contingency not, perhaps, extremely remote), a little wholesome scepticism as to the influence of this flying age will certainly be a useful asset to the individual with ready money.

#### Fredrickson's New Models.

The constant, healthy, substantial growth of the automobile business is exemplified in no stronger manner than by a review of the growth of the H. E. Fredrickson company. In 1888, when the idea of the unskilled man being able to control a motor-driven vehicle on country roads at an average speed of twenty-five miles per hour was purely a dream that only the most imaginative could formulate, H. E. Fredrickson purchased his first automobile and offered it for sale. People laughed at him and wagged their heads. But time proved that this experience in battling with these problems was necessary to produce a clean-cut judgment on points of designing and construction that would make possible the selections of the better grades of automobiles.

The experiences with steam, gasoline and electric cars were exasperating at the time and are amusing. The arguments that were used in favor of each were hard to resist, as crude as they now appear. One of the most noteworthy performances of one of Mr. Fredrickson's first gasoline cars was a trip from Omaha to South Omaha—a distance of eight miles—without a breakdown. The newspapers made special mention of this sensational trip.

Mr. Fredrickson never feared to purchase the highest priced machines, knowing that cars of the highest merit only would permanently establish his business. He has catered to the purchaser willing to buy a first-class article. In 1904 he was conducting an exclusive automobile garage on a large scale in the location at Fifteenth and Capitol avenue, formerly occupied by the W. R. Bennett company.

These quarters were soon outgrown and in 1907 he purchased the business of the Powell Automobile company at 204-48-49 Franklin street, which place he now occupies, but which has been rebuilt into one of the most attractive automobile show rooms in the country.

At the beginning of this year the business was incorporated with a full paid up capital of \$100,000, that the rapidly increasing volume of business might be properly cared for. The agencies carried—Pierce Arrow, Thomas Flyer, Chalmers-Detroit, Hudson Twenty and Fritchie—are continued for 1910 and purchased in increased quantities.

**The 1910 Maxwells.**  
The Maxwell people have delivered this season the following types:

- Model E, thirty-horse power, four-cylinder, 120-inch wheel base, thirty-four-inch wheel, three-quarter scroll elliptic springs, magneto and gas lamps, larger tonneau and doors, \$1,500, f. o. b. the factory.
- Model AA, twelve-horse power, two-cylinder, eighty-two-inch wheel base, full elliptic springs, with magneto-oil lamps and horn, full tool equipment, \$500, f. o. b. factory.
- Model Q, Runabout, twenty-two-horse power, four-cylinder sliding progressive transmission type, multiple disc clutch thirty-inch wheels, full elliptic springs, magneto, etc., \$500.
- Model Q, No. 1, same as the others, with single rumble seat, \$500.
- Model Q, No. 2, same, with surry seat, four-passenger, \$600.
- Model Q, No. 3, same, with tonneau, \$1,000.
- Model Q, Sportsman, same, two-passenger car, different style body, racy in appearance and snappy, \$1,000.
- Model G, chassis, same as E, built in roadster type, same equipment, \$1,500.
- Model G, same as G, detachable tonneau, \$1,075.

These cars are all improvements over 1909 models and have already become popular wherever shown.

### Auto Truck Fast Crowding Out Old Darby

Machine for Heavy Hauling Has Advantages Over the Horse that Are Winning.

These days show the benefits of the motor car as a freight carrier in comparison with the horse-drawn freight-carrying vehicles.

Plying between New York and Newark, New York and Yonkers, and points on Long island, are various freight-carrying auto trucks, which run at a speed of ten to twenty miles an hour. These trucks bowl along with tremendous loads piled on them, and make the journey three times as fast as horses can and with, of course, little effort, whereas the horses are seen staggering in the hot sun, and the poor beasts are objects of pity to those who know that they can be dispensed with safely at this stage of the automobile-making business.

The auto truck takes only half the room that the horse-drawn vehicle does, and it has been proved by the merchants of Rochester and other cities that it is far cheaper to use automobiles than to use horses.

Postmaster Edward M. Morgan, known as New York's "business postmaster," in talking with the writer at Asbury park recently in regard to the efforts and experiments the New York Postoffice has made in automobile mail delivery, said: "We have proved to our satisfaction that the automobile postal delivery is a success, and I might say it is not only a success, but it is also a wonderful saving, both in time and money. We can deliver mail faster and cheaper today with the motor truck than we possibly could with the horse-drawn vehicles, and, too, it saves a tremendous amount of space at the rear of the postoffice. The saving, of course, in stable and feed room is also an important item, as you know, a bale of hay will take up more room than a barrel of gasoline and is not so easily handled, but the stable room is a matter of concern, especially as New York gets more crowded, and land gets dearer.

"I expect," said Mr. Morgan, "to see nearly all our mail handled by automobile delivery, whereas, of course, the tube is not used, which is also a tremendous timesaver and an undoubted success. It is doubtful to my mind if we will see much more of the horse, as the airship is coming along, and who knows but what we will be carrying mail in aeroplanes or dirigibles? I would certainly not at this time say that we will be doing so in ten years."

The automobile from a sanitary standpoint also offers something to be considered, and then again comes the question of street cleaning and street repair work. As everybody knows, this is a large item in New York City, and, in fact, in all cities. It is the iron-hoofed vehicle and the horse that draws it that is responsible for most of the street disintegration, as the automobile does not cut up the streets of New York, which, for the most part, are made of material that cannot be cut except from a continual chipping by the iron tires and the sharp hooves. Said he: "From a street cleaning viewpoint, it is the horse that provides most of the refuse that has to be swept up and carried away. Besides, doctors have declared that disease spreads from the refuse so distributed throughout the streets, and which is blown in all directions by the wind when dry.

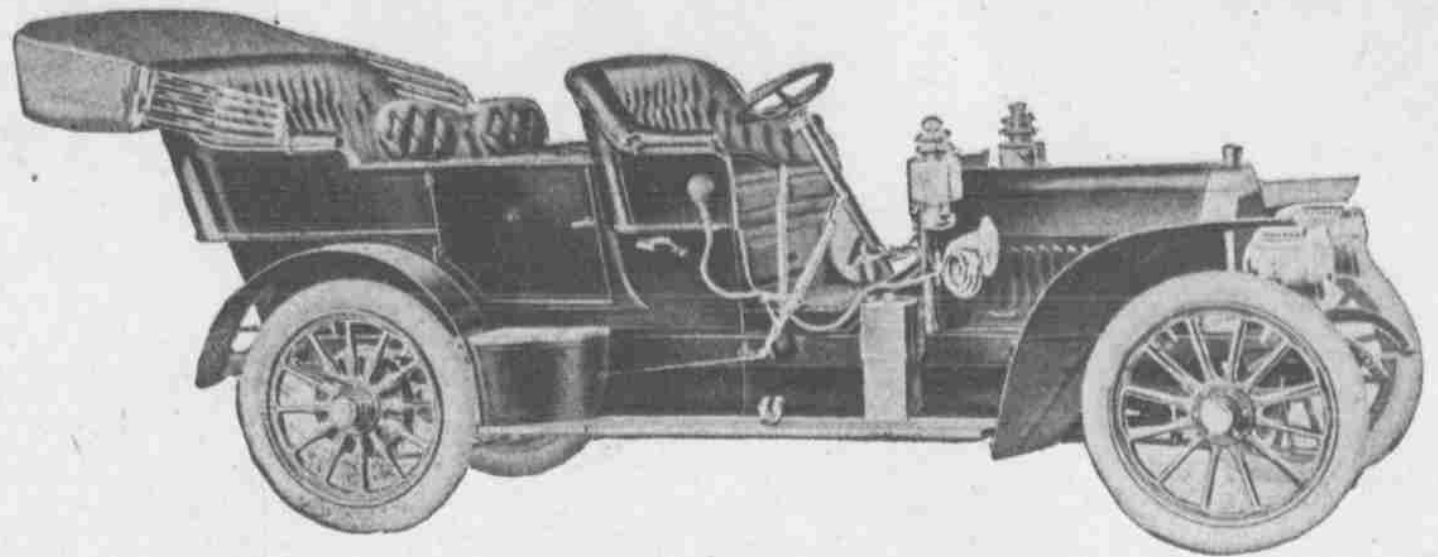
It will mean the saving of millions of dollars in street repairing and street cleaning when the horse is eliminated from the streets of New York and the automobile takes its place. It will mean the saving of miles of room between the Battery and the Bronx, and that item alone must be considered.

The day of the automobile has arrived, and the day of the horse is fast receding.—New York Globe.

**The Jacksons.**  
The 1910 Jacksons are at the garage of the Pioneer Implement company by the hundreds. They are spanking, clean cars, and are just some better than ever. Manager John Davis said. He is sending them out in a color resembling caraway, which is sweeping Iowa and Nebraska. Said he: "The Jackson will be limited to four-cylinder cars. The factory will build its own engines and all steers will be modeled after E; cam shafts, unit power plant construction, valves inclined at 45 per cent on opposite sides of cylinder head; self-contained oiling system and clutches, all running in oil. All cars will be provided with Splittdorf magnetos, Schebler carburetors and have thermo syphon water circulation. The colors of the cars will be dark—very deep blue, with some of the gears cream. All cars will be hung on full elliptic springs, all frames dropped and all steering arms will lift above the axle."

Altogether the 1910 cars are one of the best cars of its type of the season.

## Announcement for 1910 Cars



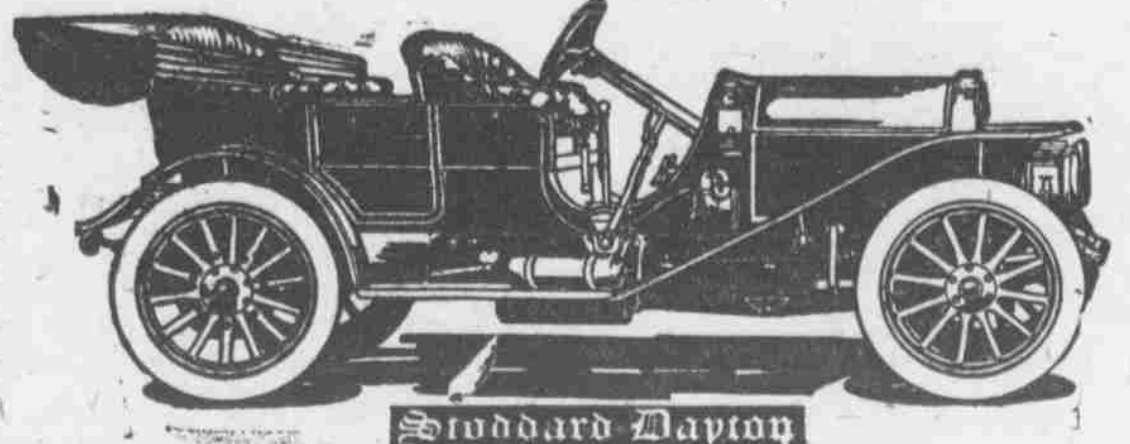
The Winner of the Vanderbilt Cup.

### Locomobile 40 Touring Car, \$4,500

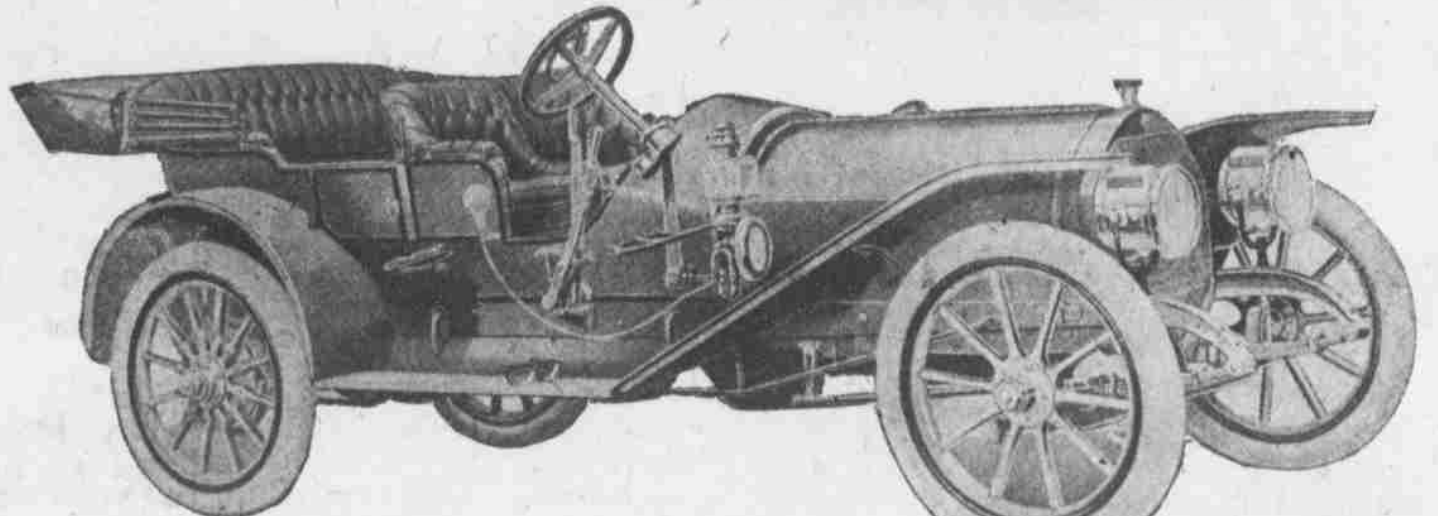
Wheel base 123—4 cylinder—wheel 36—springs semi-elliptic—alloy steel. This one of the grandest cars made—American or foreign. It is in a class alone.

### "Stoddard-Dayton"

10-K-5, 50 H. P., five passengers, wheel base 120-inch, wheels 36x4 1/2, 3/4 elliptic springs, built on rakish lines, with metal wind-shield, Bosch magneto and Delco battery; 5 lamps, Presto-lite tank, etc., all included, \$2,750; top \$125 extra. This is the car that ran second in the 250-mile race at Indianapolis and stopped but twice—and then for only oil.



Stoddard Dayton

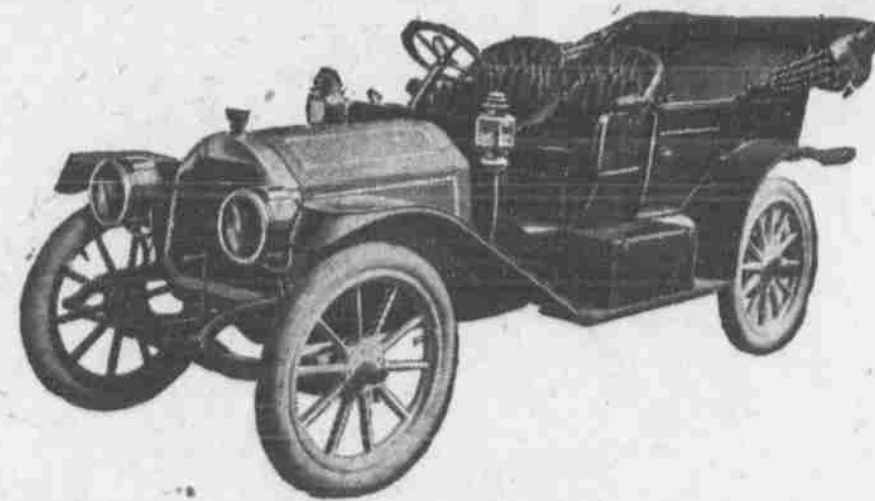


### 1910 Mattheson Six Tonneau, \$3,000

This is one of the best six-cylinder cars in all the world. This is our guarantee. You are the judge. Immediate deliveries.

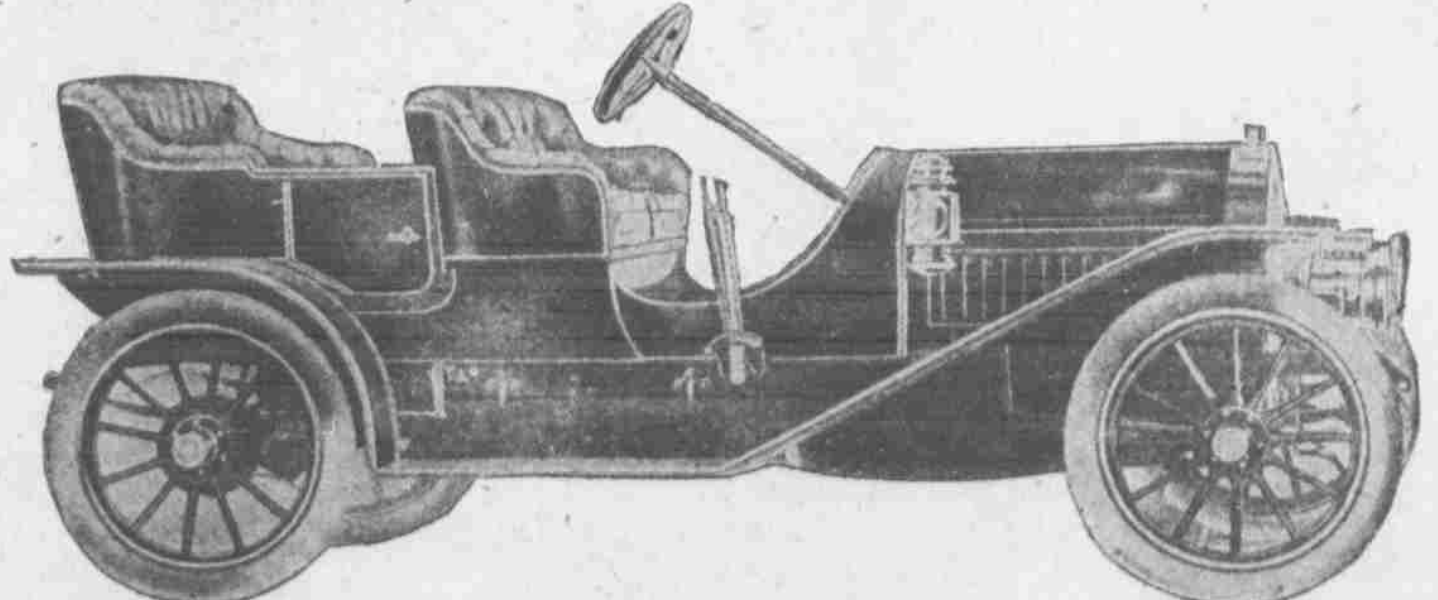
## J. J. DERIGHT CO.,

1818 Farnam Street.



### The Lexington, 4-cyl., 45-horse power touring car, short coupled or roadster, \$2,500.

This is one of the best cars on the market. Absolutely reliable, graceful, easy, powerful, durable.



### "Compare It With a Regal"

Model E, Baby Tonneau \$1,250. Motor 30 horse power, 4-cylinder, five passenger, wheel base 105 inches, magneto equipment, 32-in.x3 1/2-in. tires, \$1,250. "The beauties of a Regal are unsurpassed."

### The Mercer, 35.

This is a beautiful car. 40 horse power, 116 wheel base—made by the Robelings & Sons of New York, the millionaire wire rope manufacturers. You will like this nifty little machine—\$2,000.

## Deright Automobile Co.,

1814-16 Farnam Street