

UNIFORM AUTOMOBILE LAWS

Owners Would Like Laws the Same in Different States.

MOVE AT NEXT CONVENTION

An Effort Will Be Made to Have Same License Permit Owner to Drive from One State to Another.

Uniformity in automobile laws is at last beginning to attract the attention it deserves throughout the country.

The purpose of the convention is twofold: First, to secure the passage in congress of the federal motor vehicle registration bill, and second, to bring before the official delegates of the various states the necessity of enacting a uniform state motor vehicle law.

At this February convention delegates from all the clubs in the national organizations have been requested to attend, and invitations have been extended to the governors of all the states in the union.

The national registration bill was introduced into congress last year, but owing to the tariff agitation it failed to obtain a hearing before the judiciary committee.

"We believe," said Mr. Terry in his annual report before the American Automobile association, "that there is no adequate answer to the expediency and the legality of the measure, except its prompt enactment into law."

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The full rights of automobilists have been too long ignored. To a large extent, it may be said that hostile legislation on the statute books is there largely because we have ourselves been lax and indifferent about it.

In referring to the work accomplished since 1907 for a uniform state motor vehicle law, Mr. Terry said that the progress made thus far was highly encouraging.

In twenty-eight states, which are cited as considerable detail, some of the more important features of this state law have already been enacted. Those states which now exempt non-residents from paying an additional registration fee, provided such motor users have complied with the law in their home states, are: New York, California, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, North Carolina, Ohio, Oregon, South Dakota, Utah, Washington and Wisconsin.

Very pretentious doings will attend the final preparing of the track. With auspicious ceremony and appointment the last brick will be laid on the costly roadway, a solid, planned, regular sized block, will be laid some day next week. The brick will seal what has cost more than \$200,000 to complete.

The program for the meeting is being arranged, and will include events for cars of class 1.42 to 600 cubic inches; class 2, 200 to 400 cubic inches; class 3, 200 to 300 cubic inches; class 4, 300 to 250 cubic inches, and class 5, 100 cubic inches and under.

Each one of these classes will have trials and the records in the separate classes will be kept. The list of events will include the quarter mile, the half mile, a kilometer, the one mile, the five-mile, the ten-mile, the twenty-mile, the fifty-mile and the 100-mile, also trials for one hour's running.

Signboards for Chicago. The Chicago Motor club is spending the sum of \$2,000 in the erection of permanent sign boards on 200 miles of roads in the vicinity of the "Windy City."

His Felicitations. "Maude," said Algy, "I told you of our engagement the other day."

"What did he say?" "Well, you just ought to have heard him."

Along Auto Row

Preparations Are Being Made for the Automobile Show in February—Predictions Factories Cannot Meet Demand

John P. Davis, manager of the Plover Auto company, said that the coming season will be one of the greatest in the history of automobile people.

C. L. Herring, president of the Atlantic Auto company, said that he will not be able to establish an agency here for his cars. By a distribution of territory in Iowa he will go to Des Moines instead.

Harry H. Van Brunt of Council Bluffs said that the coming season will be one of the greatest that he ever saw, in his class.

The Wallace Automobile company has received its seventy-horse power Stearns, which attracts a great deal of attention.

The Locomobile is being pushed vigorously by the J. J. Deright company. This is one of the great cars of the country. It is a car of speed, of power and endurance.

J. T. Stewart said: "It is claimed that the Rambler, because of its offset crankshaft, can be operated most smoothly and steadily when running even as slowly as three miles an hour under load, in crowded traffic or on a hill or sandy road."

"A prize was recently offered by H. T. D. Wilson, Houston, Tex., to the car that would make a quarter of a mile in high gear at the slowest rate of speed."

"The object of the race was to demonstrate which machine could best be operated on a crowded thoroughfare on high speed without danger of colliding with other vehicles."

"The Rambler won the event consuming four minutes and thirty-five seconds of time."

Colonel Deright said that the show in February will be one of the largest held in this part of the country.

"Mr. Powell has just returned from the east and I have called a meeting for next week to make preparations for it. At this meeting we will allot space, and determine just what part of the show space we shall retain."

H. E. Wilcox, president Standard Automobile company, has returned from the factories of the Standard Six and National cars, and announces that he will have all of the urgent orders. He thinks that the coming season will be one of the largest automobile people have ever known.

W. L. Huffman is riding around in a Hupmobile, provided with Londonlet body. It is attracting a great deal of attention and is destined to be popular.

L. E. Doty, manager of the Maxwell-Briscoe Omaha company, is spending several days with his father's family in David City.

Manager Gould of the Ford Motor company, has received a handsome bunch of Ford cars. Mr. Gould is preparing to get into the game in earnest and proposes to make the Ford one of the popular cars in this part of the country.

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No car at double the price can do more work or better work than the Hudson. \$900. Don't be satisfied to accept this statement without proof—come in and let us show you. You will marvel at its speed and power and room—its silent running and easy control. You will find this car doing its work better than the larger ones, and wonder that it can be sold for such a low price. Bring a mechanic with you and subject the car to any test you will. H. E. FREDRICKSON AUTOMOBILE CO. 2044-46-48 Farnam Street. Also agents for the Thomas Flyer, Pierce-Arrow and Chalmers-Detroit. Fritchle Electric.

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expense is reduced to a minimum and with it every running expense is lessened to the same extent as road shocks are reduced. A few American makers have always advocated this type of car, but the buying public appears not to have been fully alive to the advantages gained or more of the manufacturers would have fallen into line with right-grade machines. Still, the unquestioned success of these practical and economical types are bringing to their makers a quantity of business which in time will affect the entire trade.

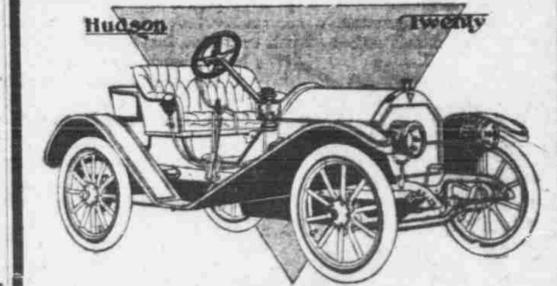
Drummond is placing the White Steamer in the forefront as a great car in Nebraska and Iowa. It is more popular now than ever. The White people have put a gasoline car on the market and Drummond is pushing it also. It is a clean, graceful car and will become popular.

Otto Neuman thinks that the Farry, brought out by the Sweet-Edwards Automobile company, is one of the most graceful little cars that he ever saw. It is attracting a great deal of attention.

H. E. Fredrickson will establish a branch agency in Lincoln and handle the Thomas and Pierce-Arrow.

A Bachelor's Reflections. Income turns into outgo even before it arrives. Conscience doth make cowards of us all for fear we'll get found out. "Gilt" know better than to love a man for any other reason than just to be loved. Some men seem to be afraid if they do't

No car at double the price can do more work or better work than the Hudson.



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make a fuss about their meals their wives might love them. The trouble with college is it's such a long time before the boy gets out and has a chance to learn something.—New York Press.

The Author Bug. William is 7 years old, and has already developed what his fond father calls "the author bug." His governess read several dog stories to him lately, which impressed him so deeply that he tried his baby hand at what he called "the story of a St. Bernard dog," in which the little fellow retires, among others, this startling incident in large and well formed letters: "One day he went out to walk with his mistress. A wind came up so strong that it could lift a wagon. The wind took up his mistress and she was very much scared. All the people came out of their houses, and when they saw his mistress they were scared, too. For she fell into a snowbank and began to sink. The dog jumped in to see if he could save her, but he could not. The woman kept on sinking and sinking all the time, and the dog was very sad. So were all the other people. When the spring came and the snow was gone she was found, but she was dead."—New York Tribune.

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