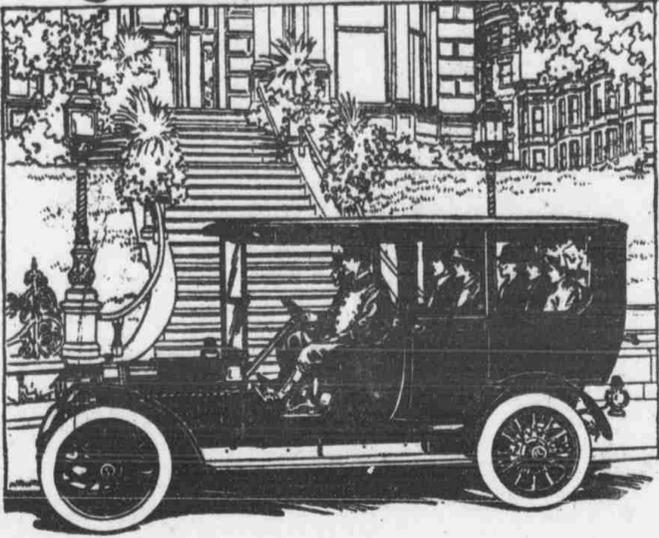


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THE "30" Shaft Drive Closed Car. Fashionable Limousines or Landaulets designed for the many social and business requirements of the exclusive city family. Operated with ease and certainty in traffic. Can be turned without backing in a 35-foot street. Quiet and luxurious. All passengers face forward. Every detail of upholstery and equipment insures permanent comfort and satisfaction.



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LICENSED UNDER THE SELDEN PATENT

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Repairing Painting Trimming

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The easiest riding car in the world.
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SWEET-EDWARDS AUTO CO.
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Auto Lamps, Radiators Repaired

Ford Motor Co.,
Temporary Location 1818 Farnam St., Omaha, Neb.

NEW CARS FOR BIG SHOW

Omaha Auto Dealers Preparing for Display in February.

FACTORIES LOOK FOR BIG RUSH

Manufacturers Make Ready to Double Output of Their Plants—Demand Ever Growing in Western Territory.

Clarke G. Powell, director of the Omaha Automobile Show association has returned from the east, where he has been visiting the supply factories and the manufacturers of accessories. Mr. Powell says that all the factories are looking for an enormous increase in business and many are enlarging their plants, some even preparing to double their output.

February 2-25 has been decided upon as the date for the Omaha Automobile show at the Auditorium and the dealers are already preparing to get in a supply of new cars especially for the show.

Since the show of last year many new automobile firms have been added to the list of Omaha dealers and Farnam street from Eighteenth street to Twenty-fourth, is practically given over to the automobile business, being known as automobile row. Besides the large number of the retail automobile dealers and several agencies which have been established in Omaha the large implement houses are adding automobile departments to their already large stocks of goods and are selling cars in tremendous quantities over a vast territory. These implement dealers were practically forced to add automobile departments to hold their country agents. Every town and hamlet in the west has an automobile agency and if the implement dealer wished to keep the leading local implement dealer on his books he had to be in position to sell him automobiles.

Jobbers in supplies and tires doing business in Omaha have the entire western field from Chicago to the Rocky Mountains for their territory. Some sell as far south as the Gulf of Mexico and Canada on the north. They make a big saving for dealers and individual owners by being able to make quick deliveries and by saving express charges from eastern cities.

recognized the advantage of the Omaha field and have arranged to have a garage in this city. The location is just across the street from the Fredrickson garage on automobile row and preparations are already under way for tearing down the present frame structure on the site to make way for a modern garage. H. E. Fredrickson has branched out his business by arranging to operate a large garage and salesroom at Lincoln.

The problem of the show committee this year will be to find room in the Auditorium for all the dealers who wish to show their cars and accessories. To provide extra room it is arranged to make the display of commercial vehicles in the basement of the Auditorium. This room now has a good floor and has been made popular by the government exhibit, which has been housed there during the corn show. A plan is also being considered for using the halls of the second story of the Auditorium.

The committee is to follow the plan of the Madison Square garden show at New York by expending a large sum in decorations. To do this some of the splendid stationary which was used at the garden show has been secured. Thousands of lights will also be provided to make the auditorium most brilliant.

The Old and the New.
The old-fashioned way of hunting jack rabbits was for several hunters to go out in two big lumber wagons. The wagons would be connected with a piece of wire about 200 feet long. This wire dragging over the ground between the wagons would stir the jack rabbits up and the hunters walking behind the wire would shoot them. It was not an uncommon thing for a bunch of hunters to bring in two wagonloads of jack rabbits as a result of one day's hunt. The jack rabbits up and the rabbit cannery and worked up into canned stuffs for southern markets. This is the way rabbits are still hunted for the canneries. But the true sportsmen, who go out for the fun of the thing, have a new plan now. They stay in the auto and snare the rabbits with a wire loop.—Kansas City Journal.

Now is the time to boost your Christmas business by advertising in The Bee. How It Begins. Man was experiencing his first ache. "It warms me," he reasoned, "that I have violated a law of my nature, and puts me on my guard against doing so again." But just here he happened to discover some medicine herb which put an end to the ache. "Hi! I needn't trouble, after all—I can go on and do as I please," he exclaimed, highly thanking his luck stars. And from such beginnings rose the great art of healing.—Puck.

Along Auto Row

McIntyre Auto Co. Will Build New Garage. Look to Move Into New Quarters on Farnam.

C. F. Louk will move into his new garage during the next thirty days, next to Fredrickson's.

McIntyre Auto company has completed arrangements for the erection of a garage on Farnam street, 2203. This will be one of the best in the row.

The McIntyre Auto company has taken on a six-cylinder car which is destined to become popular in this section. At present this company handles one, the Oakland.

The Wittman company of Lincoln, Neb., have the care of thirty-six of the forty-five electric cars now in Lincoln, of which twenty are Waverlys. Mr. Wittman says business in electric cars this year will be better than ever before, and he is modest enough to believe that he will get the lion's share of it.

In speaking of the Baker electric device Barkalow said: "Practically every improvement of importance that has been made in electric motor cars has been made by the Baker company, and I venture the prediction that the manufacturers who are now so vehemently protesting that our new shaft drive models are experimental will, as usual, follow the leader, as nearly as possible, and give belated recognition to the superiority of the shaft drive."

The building of two dams across the Missouri river at Helena, Mont., is a two-year job begun by the Stone & Webster Engineering corporation of Boston. How the methods of older and more advanced communities are transplanted in the execution of distant contracts of this nature is shown in one of the company's first acts after beginning work, namely, the putting of a Franklin motor car into service. It was found that an automobile was necessary for quick transportation along the field of operation.

Frank S. Farnes, well known sportsman and trap shot and one of the most enthusiastic members of the Omaha Automobile club, has placed his order with H. E. Fredrickson for a speedy runabout by which he hopes to keep out of the dust of all drivers.

hill climb today; time, 35 seconds; stock chassis, four fifty class. National Motor Vehicle Company.

On an automobile trip, which included a climb to the top of Mount Washington, H. G. Hitchborn of Cambridge, Mass., recently took a party of four from his home through Maine and back with a puncture of one tire as the only trouble of the tour. He used a 1906 Franklin touring car of twenty-eight horsepower and climbed many severe grades among and about the White mountains.

After starting from Cambridge the party arrived at the Profile house in ten hours. Thence they rode around the Presidential range, and thence to the top of Mount Washington to the top of Mount Washington with the five people in the car. Descent was made by way of the Crawford Notch. The trip extended to Stockton Springs, Me., the party passing through Dixville Notch, Farmington, Snowhegan, Pittsfield and Bangor.

Mr. R. E. Davis, who was connected with the Chicago branch of the Ford Motor company, is now permanently located with the Omaha branch as assistant to Mr. Gould. Mr. Davis expects to get his share of the retail business in the city, if his Chicago sales record can be any thing.

The Ford Motor company received this unique letter:

"One of my drivers had a bad accident three or four weeks ago with my Ford Model T touring car, which I had been demonstrating with and also just it as a Live! He struck a gudgeon dog with one hand only on the steering wheel, with the other hand he hoisted him Du you Du to the passing Partle, and also had to watch the Dog on the outside of the car. The car was going at a speed of 20 to 25 miles per hour when he struck the Dog, and it nook his steering well out of his hand, and the car turned 1/2 way round and turned a summersault four over and kam back on its wheels, with four passengers in it. It shook the passenger up pade bad, but did not get hurt very bad, only the dreyver got the worst of it. He broke his shoulder blade and also had his hip out of joint, and now I want to tel you in wat shap the car was in. wen I hild of it. I thout the best thing for me to do is to get a lumber wagon and go out der and tro it in a dubel wagon box, but with surpris I exanent the car and found the engine in running order and in fact noting brok only some of it was bend up pade bad, but the only thing I haf to get is the 2 stubs for the front wheels, the CXI cross in the stirrup wel and the one pees of wood dat hold the door closed on the right side, and also 2 wells. It struk

so hard dat some of the spoks ar crakt wich makes the wells wabel.

Derfor I wud like to no wad it wud cost me if I wud send dem 2 wells in and haf dem rifeild with new spoks and den pade the sam as de wer, and also lat me no wader I ken get dis peas of wood dat holds the dor on the right side of the car pade to match the car.

Yours truly,

The much-talked-of and long-looked-for automobile bought some months ago by Ed. Stora is at last on the way, having been shipped from the factory at Buffalo the latter part of last week.

This is a sixty-horse power Pierce Arrow car with both touring and suburban bodies, the selling price being \$4,500.

The adaptability of the Amular ball bearing was demonstrated at Fredrickson Auto company's last week to Corn Show visitors.

The front of a Chalmers-Detroit automobile was jacked up. The wheel was turned vigorously and when it had reached the maximum velocity the wheel was released.

The result was as follows: The wheel, which was found to be 110 inches in circumference, revolved 411 times, indicating that it had traveled by this operation 376 feet, or three-fourths of a mile.

W. L. Huffman was busy last week showing the Hupmobile to the corn show visitors. This little car has grown wonderfully popular in Nebraska.

NEEDFUL CAR ACCESSORIES

Things the Motorist Should Have to Keep on the Safe Side of the Road.

There are a great many automobile accessories the existence of which has only to be brought to the owner's eye to induce him to use them. Amongst them are numbered, too, things that the motorist should have—that insure his own safety in addition to that of those whom he meets on the road.

For instance, there is on the market an adjustable mirror, which enables one to have an accurate view to the rear of 300 feet. A simple convex glass—there is nothing complicated about it, yet there are moments when one wonders how one ever did without it. There are, however, many people who are doing without it because they have never heard of it.

Again, how frequent are the complaints of owners that their cars are used without their knowledge. A device is now on the market, however, which makes undetected "joy rides" impossible. This stopping of illicit spins means a great saving not only in gasoline, but also in repairs. The mechanism is very simple; the dial is divided into 100 divisions, and each hour's run will cause the hand to vibrate a certain number of points forward. These instruments, of course, are high priced, but they sometimes pay for themselves in a very short time.

There are a number of American and imported horns on the market now, which, if only aesthetically, have a decided advantage over the old "honk-honk." Their cost ranges in proportion to their size, and consequently the owner of a small machine can pay the moderate price demanded for a horn to suit his automobile. For the man who uses an acetylene lamp, there is nothing more useful than the modern gas tank. The tanks contain, according to size and price, from thirty to seventy feet of gas, and need recharging so seldom that the bother of carbide, etc., seems to be done away with almost entirely. The initial cost of the tanks is high (about \$20), but the cost of recharging is only \$2.

On the same principle is the compressed air tank for inflated tires. When full, it contains enough air to fill fifteen tubes and is no trouble at all to handle or attach. A pressure gauge should be attached to it. All tires give better returns when pumped to the right pressure; most good tires have a special pressure recommended, as, for instance, seventy pounds for the front tires and eighty for the rear. These figures are only an example, however. If the owner does not know what is the right

pressure, he should consult his manufacturer.

A gasoline gauge is a device that is worth attaching to the tank of your car, and in your garage; there there is no danger of running short. With this, the same rule should be observed as with a speedometer—get one with an open face, which can be seen clearly, or else one is apt to overlook its existence.

These are a few among many mechanical devices for lessening the discomfort of the road, and there are many more which have luxury alone as their ideal. The latter, however, can be dispensed with; the former should be in the possession of every automobilist.—Country Life in America.

HUNTING WITH MOTOR CAR

Sportsmen on Western Prairies Equipped with Modern Appliances.

The automobile is revolutionizing the method of hunting wild game in western Kansas. No true sportsman now starts on any kind of a hunt out there without an auto. The old way of hunting from a two-horse spring wagon is entirely too slow now.

A wolf hunter under the new plan is the most exciting of all. One man runs the auto and another does the shooting. A man chine can run miles and miles on the prairie of the west without coming in contact with a fence or a creek. When a wolf, or a coyote, as they are called out there, is scared up the auto takes after him. Now a wolf runs in an easy circle. He doesn't dodge back and forth. So it is comparatively easy for the driver to keep right behind him. But the auto must go some. A coyote can knock off thirty miles an hour with ease. A few days ago some Garden City hunters ran down a coyote and killed him with the wheels. That was considered a great hunting feat.

When hunters used to chase coyotes on horses and with dogs, there was never a record of where they drove the coyotes to their dens. But it is different with autos. Coyotes run until they are about to be taken in and then make for their dens. In order to "smoke them out" the driver attaches a rubber tube to the gas tank of his car and runs the other end down in the hole. That soon brings the coyote out. And the race is again resumed until the animal is lagged.

Autos make good blinds for wild duck shooting, and they also enable sportsmen to follow up a flock of ducks from one pond or slough to another. Frequently the hunters will take out after a flock of ducks and bag several of them before they get out of range from the auto.—Kansas City Journal.