

AUTOMOBILES

WORLD SUBURB OF CITIES

Motor Car Places Former Farms Few Minutes from Business District.

AUTOS BRING ABOUT THE CHANGE

Hard Plodding Horse Has Given Way to the Speedy Car for Use of Suburban Dwellers in Reaching City.

Did it ever occur to you that each succeeding year the great cities of this country become less popular as permanent residences of both rich and poor? If you stop to consider you will realize that the suburbs of Omaha are growing with marvelous rapidity. In fact, for miles around there has sprung into existence a transformation from fields of grain and the growing products of the farm to the finely trimmed lawns and magnificent palaces of the business men of Omaha.

The automobile is to blame for this condition; the greatest single element in making possible the simple life of the country gentlemen, and at the same time permitting the close personal touch with business necessary in the modern financial combat. Furthermore, this luxury is not confined to those of large means. The man with an income of \$5,000 may enjoy with his family all of the comforts of the country bungalow, with one or two acres of ground, and have a landscape setting as beautiful as any to be found in the world, and all within a distance of from five to eight miles of Omaha, which, with the modern motor car, with its limousine body in winter and an open car in summer, is within a few minutes of his office. Roads in all directions in and out of Omaha are magnificent. A careful examination of the climatic conditions of the last three years has proven that, out of 365 days, comfort and ease of riding has been possible for 341. People are just beginning to realize that, with this highly developed, reliable mode of locomotion, the 1910 automobile, that it is possible to enjoy the excitement of the city together with the comforts, happiness and joy of the open country.

It is a conceded fact, that the motor car has become an every-day-in-the-year necessity, and of the two seasons, does not the advantage of the automobile, in comparison with the horse-drawn vehicle, show the automobile in even greater favor during the winter months than in those of the summer season, when the horse suffers from the exposure and can scarcely navigate on the modern frozen streets?

There are numerous unchallengeable arguments in favor of the winter use of the motor car, which should make a most logical basis for this continued use during the winter months. With the motor car in winter is the season when a conveyance is a necessity, whether to attend the opera, balls, receptions or what not, is material. But the yet greater need of the dependable conveyance, such as the motor car, is found among the business men who are able to reach their offices with certainty, swiftness and comfort. With the transportation facilities of five years ago you were out of touch with the world if you were five miles from the city hall.

The lessening of the reliability of the horse, and the hindrance in his progress by adverse weather conditions, was the great hindrance in bringing the suburb close to the city, and made it necessary to turn to a better means of locomotion. The automobile solved the problem. In any of the walks of life, where the motor car is compared with the use of the horse-drawn vehicle for service and dependability, the desirability of the motor crystallizes into more of a necessity as the season of inclement weather approaches. It has proven the solution of the troublesome question of reliable, rapid and comfortable travel, and makes all the world the suburb of the cities.

Cleaning Sparking Plugs.

A clever mechanic, who does a lot of testing and who is usually bristling of tips, states that a good cure for dirty sparking plugs is to run the engine for some little time with the compression taps wide open, and with as weak a mixture as possible. This has the virtue of cleaning the points, however foul they may be—that is, of course, provided they are not too dirty to spark at all. It is not quite clear why there should be any special scavenging, or burning off action, under the circumstances noted; but, anyway, it is easy enough to try, and the experiment is not a costly one.

Clothing for the Motorists

Nothing is Too Good for the American Automobile Owner to Wear.

Nothing in connection with modern motoring calls for more intelligent treatment than that of suitable clothing for the motorist, especially those of the gentler sex. The time was when any sort of warm garment for winter or cool wearing apparel for warm weather, was considered suitable for the automobile owner or his guests. That was in the days of the little open touring car, the first models of which are to be seen in the museums of the automobile manufacturers, to be taken out and paraded in the big automobile carnivals now and then.

Today all this is changed. Nothing in the history of American manufacturing has equaled the growth of automobile building. One refinement in detail after another has been put on the handsome big motor vehicles, which are at times veritable miniature palaces on wheels.

Suitable clothing for the various stages of automobilizing growth have followed, until at the present time small fortunes are spent by persons of wealth and refinement on their motoring togethery. Nothing is thought too good for the up-to-date motorist, and the very ends of the world are ransacked to find the finest grades of materials to be worked up into raiment for the motorist.

The automobile used to be stabled in cold and snry weather, but not so today. With the modern closed car, heated and lighted, at his disposal, the motorist is on the go day and night in all seasons of the year around. Since the motor vehicle came into general use the demand for furs for motorists, especially for the women folks, has been so tremendous as to threaten to almost deplete the surface of the earth of furbearing animals. It is not exaggerating any to say that today the demand for furs for motorists' use is greater than that of all other people combined, and the demand is constantly growing, for the automobile is only in its infancy. The best workmen in every land are straining their efforts to shape the furs into the most fashionable garments for the use of the automobilist.

Fashions change constantly in everything for human wear, as is indicated clearly in the edit from the throne room of China that the pig must go, and that the style of clothing followed in the west shall be the vogue. Dame Fashion rules in the motoring world as everywhere else, and the successful clothier who caters to that trade must be up and doing from one year's end to the other. He must keep up the very latest wrinkle in supplying the wants of his motoring customers, anticipating their ideas in regard to patterns and materials if possible. Originally it required but a very small part of a modern clothing store to carry the stock necessary for the motorist. But times have changed and today the automobile clothing and fur trade is a business in itself, demanding enormous capital and tremendous resources to face the competition met with on every hand.

Arguments in Favor of National Registration Automobile Bill.

The arguments in support of the federal registration bill as prepared by Charles Thaddeus Terry, chairman of the American Automobile association legislative board and which will be discussed in detail at the convention sessions this week in Washington, are, briefly, as follows:

The measure has both simplicity and clearness to recommend it. It does not violate the police power of any state. The sole purpose of the bill is to provide for registration and identification of motor vehicles engaged in interstate travel, so as to give to the owner of such vehicle the right of free ingress and egress in the various states of the nation without further registration and identification.

There is nothing in the measure which creates any vehicle registered under the provisions of the act from the general police regulations of the state laws. The matter of the speed of the vehicle, and the safety devices it is required to carry and

SUPPLY OF CARS INADEQUATE

Dealers Back from Chicago Tell of Season's Promise.

RUN ON MODERATE-PRICED CARS

Demand for Space at Big Show at Auditorium February 21 Continues and Building Will Be Filled to Overflowing.

Omaha automobile dealers who went to Chicago in force last week are more enthusiastic than ever over the prospects for the season. They all report the same thing—that again it will be a fight to get enough cars to supply customers.

The big demand, say these returned men, will be for the moderate-priced car, and the supply of these is likely to be exhausted early in the game. The demand for this class is unprecedented, for the car is used in so many ways.

Many families which have high-priced cars also maintain a moderate-priced car for knuckabout purposes and many commercial concerns are buying these cars for use in a business way. Many of the large concerns keep a car standing at the door of their place of business, ready for a hurried trip to some other part of town, or for a quick run to railroad stations or to entertain visiting customers who may drop in.

Demand for space at the fifth annual show at the Auditorium, which opens February 21, still continues and Omaha dealers who went to Chicago continually wired back asking the local committee to try to provide space for this and that which wished to exhibit. Four requests were received in Omaha the day Clarke G. Powell of the committee landed in Chicago. Several of these have been taken care of in the basement and it may be the committee will be forced to place some of the exhibits around the balcony.

Hint at Handsome Decorations.

The local committee has little to say in the matter of decorations, but promises some most agreeable surprises when the doors are thrown open. Last year considerable money was spent in decorations, some of which were made so they could be used again this year. The same plan of lighting the big building will be carried out, which means there will be no dark spots and that visitors may see all parts of the cars.

Space has been provided for forty-five exhibitors, and as some of these have as many as five or six different kinds of cars the building will be crowded. With a double space, which is the most any dealer may have, it will be impossible to show more than six cars.

This lack of space at the Auditorium is forcing the dealers to prepare auxiliary exhibits in their garages and automobile row will be made one continuous string of automobiles. It is almost impossible to count all the dealers on automobile row, for some new concerns are likely to move in over night and spoil the count, but suffice it to say the six blocks between Eighteenth and Twenty-fourth streets on Farnam are almost a continuous string of garages and salesrooms.

MANY BOOST FOR UNIFORM LAWS

Dealers are holding out their new cars and refusing delivery that they may have a good supply on hand when the city is full of visitors next week.

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There is nothing in the measure which creates any vehicle registered under the provisions of the act from the general police regulations of the state laws. The matter of the speed of the vehicle, and the safety devices it is required to carry and

all other matters are left entirely to state regulations. The only restriction upon the various states is they shall not retard and impede motor vehicles engaged in interstate travel and commerce by useless and unnecessary registration and license requirements.

The act is constitutional and within the power of congress to enact for the following reasons:

1. Under the commerce clause of the federal constitution all interstate intercourse and the transit of individuals from state to state, irrespective of the purpose of the intercourse or transit, is commerce.
2. An act of congress of the same general character has long been in force in regard to navigation, which has universally been accepted as constitutional under the commerce clause and there can be no reasonable distinction between interstate travel on the waterways and on the dirt roads and highways of the nation. Congress must have exactly the same power to legislate with reference to the one as to the other.
3. The act does not interfere with the police power of the several states.

Automobile Notes.

Never allow a tire valve to remain uncovered; if the cap be lost, secure by a piece of leather or rag and a rubber band or string round the stem. If dirt is allowed to enter a leaky valve is bound to result.

While some motorists may dislike the idea of wearing goggles, because of their unbecoming features, it is a very good idea to drive without them. If they are not used dust is sure to get in the eyes, and in time the grit will cause irritation and serious trouble is liable to result.

Valve springs, like other parts of a motor, will not remain the same forever. After all methods have been tried and the motor still lacks its usual power, a new set of springs will usually remedy the trouble.

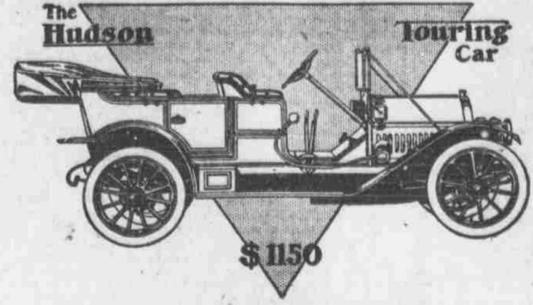
A good plan to prevent skidding when turning sharp corners is to check the speed of the car by closing the throttle and applying the brake if necessary before reaching the bend; then release the brake and open the throttle a little as the car starts to round the corner, thus making the motor pull the car instead of allowing it to coast round with the brakes on.

Little Tip on Driving.

In overtaking or passing vehicles on the road it is always wise to make sure that there is a clear passage ahead, and never cut things so fine that a swerve on the part of the other man will cause a mishap.

The Key to the Situation—Advertise!

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