

Automobiles

IDEAS ON AUTO PURCHASING

If You Have Wife and No Friends Get a Runabout.

IF YOU HAVE BOTH, GET TRAIN

Must Know Difference Between Cam and Calm—Thread Doesn't Come on Spool and Nut is Not Edible—Carry Lots of Rubes.

Advice is something that all can give, but few will take, and is the only thing that goes with an automobile free.

To the prospective purchaser of a motor-car this advice is offered without cost. There are 258 best cars, all of which, according to the catalogue, are exactly what you dreamt about.

If you want but one, do not consult your friends or you may require as many kinds as you have friends.

If you have a wife and no friends, get a runabout.

If you have a friend and no wife, get a limousine.

If you have a wife and many friends, get a train.

If you enjoy mechanics, be sure to purchase a six-cylinder, sixty-horse-power touring type, and go to the mountains, where you will have every opportunity of exploiting your hobby.

No person should own a car without knowing the difference between a cam and a calm; one means restlessness, the other quiet restfulness.

Don't Eat Hot.

The thread of a bolt has nothing to do with the thread of a story, nor will it unwind like the thread from a spool. It simply holds a nut which is not edible, but which you must watch and prevent from falling into the gears.

These latter are a lot of mixed wheels bearing numerous teeth, for which you will find a special tooth brush in the tool box, and are thrown in or out by a lever, not a shovel.

There are from one to six cylinders, according to your financial condition, and every cylinder adds to your troubles and social prestige. If you have six cylinders, do not try to run on three, or your friends will joke about it.

Each machine carries a contrivance called a carburetor, which must be tickled from time to time, and, if you have ever been tickled, you know what that means. It is really a mixer and mixes drinks for the cylinders.

The gasoline tank empties into the carburetor, and when it does you must get more gasoline.

You should always carry two quarts of spark plugs, because one quart seldom works, and unless you have sparks there is no ignition, and if you don't get ignition you don't get anywhere.

Lots of Fun in Woods.

Six dry cells, tucked away somewhere in a box, furnish more or less electricity to a buzzer that, if improperly handled, will give you an end of amusement to your amusement. Especially in a dense woods forty miles from home.

Assuming that everything is in working order, and that means no sand in your valves, you can get from sixty to ninety miles an hour, from even the poorest car, by advancing the spark as you descend any steep grade, under which circumstances it would be wise to sound horn at frequent intervals, say, of one second each.

The troubles are probably the most common annoyances with which a gentleman must cope, as requiring less brain and more brawn than most gentlemen can produce. It is prudent, therefore, to carry a couple of extra wheels, fitted with pre-inflated tires.

There is always safety in high speed; the harder you strike an object the less liable you are to know it. Besides, your guests, bumping around in the tonneau, will have greater reason to remember your hospitality.

Go slow over large dogs; they are apt to splash; small dogs, three-quarter speed. The machine is apt to kick on a brood of small chickens, so that it is wise to be a trifle cautious near barn yards.

Beast Muffler Handy.

Under the car, somewhere, is an attachment which has nothing to do with wearing apparel, called a muffler. This muffler, when cut out, produces a terrific noise. It is very handy at night to startle sleeping people, and is particularly useful, at all times, for frightening animals and disturbing meetings.

Remember, you own the road, always. Pedestrians have no rights there, while wagons should be knocked off the highway, indiscriminately.

Never carry a map. Simply peg along and you will eventually end in some surprising place that will increase your fund of knowledge.

Be sure to carry enough rubes, fur coats, gloves, caps, dusters, and goggles to fit out a regiment; and when swinging up to a hotel, have them all on, give your orders in a sharp, peremptory manner, or otherwise they will think you are cheap skates in a hired outfit.

Always pay more for a thing than necessary; throw your things around carelessly; be grim; and in time you may become an expert.

NO ONE HAS RIGHT OF WAY

Although the Horse is More Safe, Drivers Should Remember Others Have Rights.

"Generally speaking, horse traffic gives the precedence to automobiles as a matter of safety," said President J. J. Cole, of the Cole Motor Car company of Indianapolis, Ind., manufacturers of the Cole "30," but the man in the car should not consider that he has absolute right of way over all other road users for this or any other reason, but he should always remember that every user has equal rights on the road.

Reforming the Sentence.

In western Kansas a teacher in a primary grade was instructing her class in the composition of sentences. After a talk of several minutes she wrote two sentences on the blackboard—one wrong in syntax and the other a misstatement of fact. The sentences were "The hen has three legs" and "Who done it?"

"Willie," said the teacher to one of the youngsters, "go to the board and show where the fault lies in those two sentences."

Willie slowly approached the board, evidently studying hard in the struggle. Then, to the teacher's consternation, he took the crayon and wrote: "The hen never done it. God done it."—Columbian.

Drivers Will Race on Coast

Eastern Racers Plan to Drive in Big Motordrome Meet After Two Eastern Events.

When eastern automobile racing drivers have finished their quests for the Vanderbilt and Grand Prize cups they will head for the far coast. A report from California states that a big motordrome meet will be held for the end of October. As the Grand Prize will be held on Long Island in October, the drivers will have plenty of time to get their machines to the Oakland course. The half-mile track is in the course of construction and the contractors say that it will be completed by the middle of next month.

Jack Prince, who supervised the building of the board track at Los Angeles, is behind the Oakland project. He says he has signed contracts with Barney Oldfield, Lewis Strang, Harris Hanshue, Bert Dingley and Jack Fleming, as well as a number of less prominent drivers. Furthermore, he declares that he has the promise of George H. Robertson, Louis Chevrolet, Ray Harroun and Bob Burman to compete.

It is understood that unusually liberal cash prizes and trophies will be distributed for the opening meet. Prince claims to have made a canvass of the manufacturers and has assurances that the concern favoring racing will each enter at least two cars. The Oakland Chamber of Commerce is in favor of the new motordrome, and it is understood that Prince has received guarantees of support from the leading business men of that city.

The only thing conflicting with Prince's scheme is that the Atlanta Speedway will hold a big meet early in November. The Georgia promoters have arranged tentatively for a race for the cars competing in the grand prize of Long Island. Atlanta has hung up big purses for this meeting and the Oakland people will have to offer large inducements before the permanent eastern drivers will sign up to appear at the first meet of the new motordrome.

AUTOS MONOPOLIZE MUCH INK

Subject Takes Up Enormous Amount of Space in Newspapers and Magazines—Helps Roads.

That the automobile holds the public eye is impressively shown by the enormous amount of space given to the automobile in magazines of all descriptions. Not only are large and expensive magazines published, which are entirely devoted to the automobile, but ninety-nine out of 100 newspapers have a regular automobile page.

To people who have not kept close touch with the trend of the automobile situation, the most remarkable feature of the whole industry is the phenomenal increase in farm automobiles in the last two years. The social life of the county districts has been revolutionized and people brought into closer touch with each other by the greatest time and distance annihilator of modern times.

The effect on roads has been far-reaching and beneficial to an extent that it is impossible to estimate. This certainly demonstrates that the motorcar industry is not governed by the same conditions as the bicycle industry.

Bankers and other men, who from the very nature of their business must be cautious and conservative, have predicted all sorts of dire results from lack of demand, that their reasoning was from false premises is shown by the steady demand for all kinds of cars and an analysis of the distribution of the wealth of the country.

The demand for the higher-priced cars is steadily increasing and shows a healthy and natural growth. The automobile has come to stay and has not seen its best days by any means. As a bit of evidence the E. R. Thomas Motor company recently held its annual dealer's convention at Buffalo with most gratifying results. E. R. Thomas, president of the company, stated to our correspondent that the convention was a great success, as the output of the company was almost entirely sold.

He stated that his records showed that he set new records for the automobile trade orders at this time than were sold at a corresponding period last year, and that 400 per cent more cars had been contracted for by the dealers than at the corresponding period last year.

Such a statement by one of the foremost manufacturers in the automobile trade certainly does not indicate the predicted slump.

RULES FOR AUTO INSURANCE

Boston Underwriters Reduce Rates on High Graders, Raise Rates on the Cheap.

The Boston fire insurance agents who write automobile policies have put into effect a new system of rates, which has been agreed to by all the companies engaged in this line of business, and which for the first time puts automobile fire insurance on a thoroughly business-like basis especially in the matter of second-hand cars, which have been the most difficult problem with which the companies have had to deal.

Speaking broadly, the new rates are a reduction on the higher-priced automobiles insured for approximately their full value, the charge is about the same on medium-priced cars insured for about their full value, and there is an increase on low-priced cars insured for about their full value. For small amounts of insurance the rates are increased and for second-hand cars they are increased. Dealers insurance being considerably higher than formerly on second-hand goods.

The majority of the losses which the insurance companies have to stand in the automobile department are what are called partial losses, averaging perhaps a few hundred dollars in each case. Under the old system a man carrying only a small amount of insurance on his car and paying a small premium was as thoroughly protected from partial losses as a man carrying insurance to the full value of the car and paying the full premium. The new rates are expected to remove this inequality by making the premium higher for smaller amounts of insurance.

It is expressly stipulated that upon 1910 and 1911 model cars costing from \$2,500 upward the insurance cannot be less than 80 per cent of the original list price. Thus a car costing \$5,000 cannot be insured for less than \$2,500. If insured for the minimum the rate is 2 1/2 per cent. But if this car

is insured for \$2,500 or more the rate is 2 1/2 per cent. Cars costing from \$1,500 to \$2,499 of 1910 and 1911 models, cannot be insured for less than 50 per cent of the original list price; cars of this price classification, but of 1909 models, cannot be insured for more than 80 per cent of the original list price, and cars of the same price classification of 1908 model cannot be insured for more than 50 per cent of the original list price.

On cars costing up to \$1,499 the same requirement as to minimum insurance holds good on 1910 and 1911 models. On 1909 models the maximum insurance is 70 per cent of the original list price, and on 1908 models 50 per cent from the schedule rate. There is an extra charge of 1/4 per cent on cars originally costing up to \$1,999. Except on cars costing \$2,500 or more originally the

maximum amount of insurance on 1907 models is 40 per cent. Cars older than 1907 models are accepted only at an advance over the 1907 rates.

On all private pleasure cars that are insured with a private garage warranty there is a reduction of 1/4 per cent from the schedule rate. The private garage warranty stipulates that the car shall be kept in specified private garage or stables, except that it may be housed in another building for fifteen days at a time, if the cars is enroute or being cleaned or repaired.

For electric automobiles the rate is decreased from 2 1/2 to 2 per cent with a reduction of 1/4 per cent for private garage warranty. On steam automobiles the rate has been jumped from 2 1/2 to not less than 3 per cent for 1910 and 1911 models. On

older models of steam machines the rate must be not less than 3 1/2 per cent. The amounts allowed are at the option of the underwriter. There is a reduction on machines having the boiler in front of the dashboard.

Under the new plan of classification of a car for purposes of insurance is determined by the original list price when new without the cost of additional equipment or extra bodies, but a car may be insured for its full value. Thus a car whose catalogue price is \$2,500 may carry \$500 in equipment. Its classification is fixed by the list price of \$2,500, but it may be insured for \$2,750.—Boston Transcript.

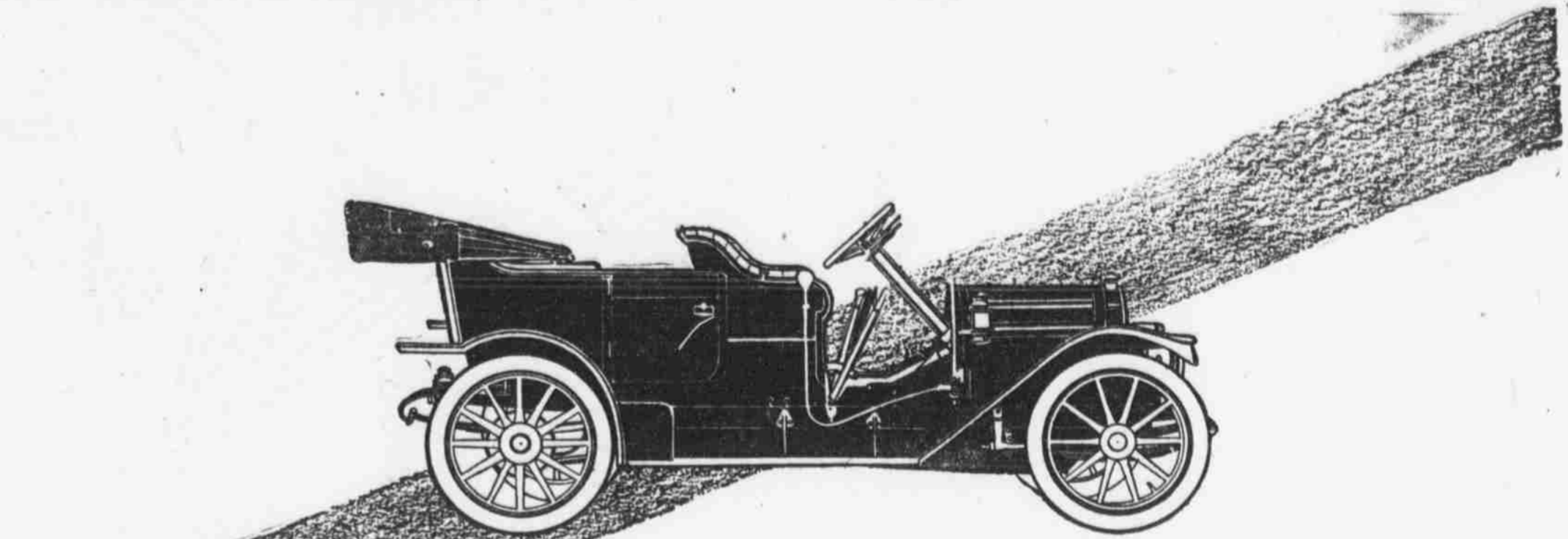
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AUTO FIELD GOOD ABROAD

J. J. Cole Tells How American Factories May Dispose of Product by Export.

"A good opportunity exists in certain far east countries for the sale of light motor vehicles, especially runabouts, for doctors and other persons who have long country circuits to cover in the course of their professional or business enterprises," said J. J. Cole, president of the Cole Motor Car company of Indianapolis, Ind., manufacturers of the Cole "30." The use of such motor cars for station owners, farmers and salesmen is also extremely important, and a big demand is steadily developing. Within the last year there has been a rush of firms to take up the agency for motor ve-

hicles, especially for the lighter class, and it would be much easier for American motor car manufacturers to sell their goods by means of direct agencies rather than by catalogues." Mr. Cole further says, that there will be large purchases of automobiles when the money is distributed in prosperous Porto Rico, where more than 1,000 kilometers of splendid roads await the motor car enthusiasts. Already there are 300 automobiles on the island, well divided among the different American makes; that the demand exceeds the supply, and that a manufacturer could easily capture the West Indian trade if a machine were made to fit existing conditions. The climate is hard on rubber, leather and polished surfaces, and especial attention must be paid to these fittings, if the machine is to become popular and enduring.



The First Thoroughly Standardized Perfectly Balanced High Grade High Powered Car for \$1500

The Value of Standardization To You

THE man who puts his money in the new Abbott-Detroit gets the only thoroughly standardized medium priced car in America. He gets a car that can be relied upon to do more than its daily work on account of the standardization of every individual part in the machine. He gets a car that we stand behind—that will deliver and operate above specified rating—that the manufacturers guarantee for one year.

When you exchange \$1500 for an Abbott-Detroit you know as a concrete fact you are getting the greatest and most lasting value in an automobile that has ever been placed on the market.

The only cars that can compete with this standardized 30 H. P. car are the \$4000 grades and better. What they offer you in standardization—we offer you in this accurately balanced low priced machine. Both being standard means the utmost mechanically.

This means that every single part of the 3000 cars we build for 1911 will be tested as accurate down to the minutest part of an inch—down to a hair line.

All this is possible only in a car that has proved its high efficiency—that has proved its integrity to run day in and day out without mechanical or financial assistance. If we could not bank on this car's ability to stand up and deliver we could not afford to standardize it.

Abbott-Detroit

Finished Like A Foreign Machine

The gears and drive shafts are constructed of Cromie Nickel Steel. Every Abbott-Detroit receives twenty-four painting operations in the finish. The finest and most expensive cars on the market cannot offer you better. The double feed from the gasoline tank to the engine is an exclusive Abbott-Detroit feature. The reserve feed takes the gasoline from the bottom which you throw into use when the first feed is exhausted, thus always getting an extra 25 miles out of your gasoline when you thought the tank dry.

The Ease of Operation

The Abbott-Detroit has a wonderfully smooth, positive operation. No jolts or jerks. No jumping engine. No bumping you from side to side. No slinging you out of your seat. It takes the roughest roads with the ease it takes the macadam. It slips along with that perfect full easy running operation that demonstrates its mechanical ability.

\$1500 Complete

without top and wind shield. Everything else goes with this one price. The individual electric light equipment—5 elegant lamps—magneto-batteries and all. You're not stuck for a lot of extras. You don't have to hear the dealer say: "Well, this and this, and this, will cost you so much extra." You get this magnificent—substantial—complete—guaranteed car for but \$1500. You'll realize the worth of this car when you see it and have your ride. You'll see the value it represents when you look it over. You'll feel the comfort it gives when you sit in the large spacious back seat and enjoy a good comfortable spin. Have the driver take you over a rough road—pick out the roughest you can find—and you'll appreciate the Abbott-Detroit Springs that allow you to take the ruts and bumps without a quiver.

Have A Ride Today

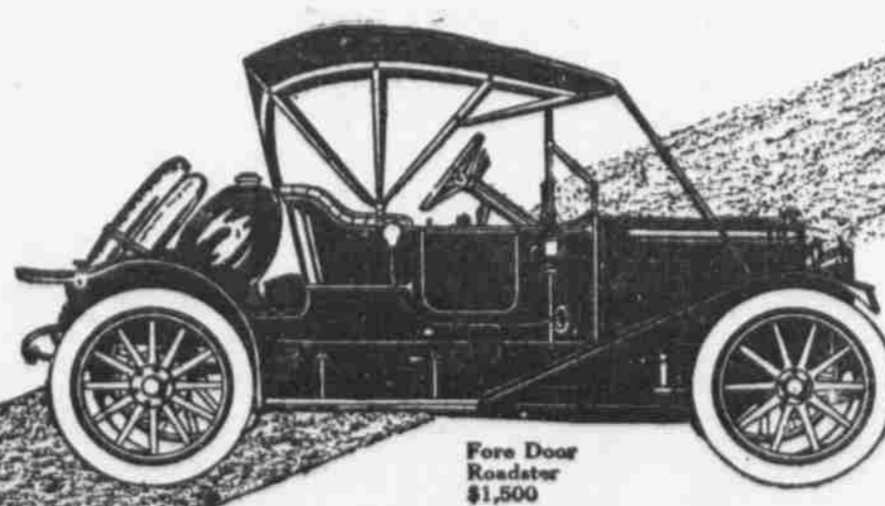
One look-one ride—will convince you that this thoroughly standardized car is the only one you can afford to invest in. For the price you'll never see a more efficient and reliable automobile than the Abbott-Detroit.

Our dealer will be glad to take you for a drive through the Park and tell you all about the Abbott-Detroit. Look him up today. Don't neglect to see the finest car in America for the price, and we'll stand comparison with any \$2500 car you know of. Get the facts—then judge yourself.

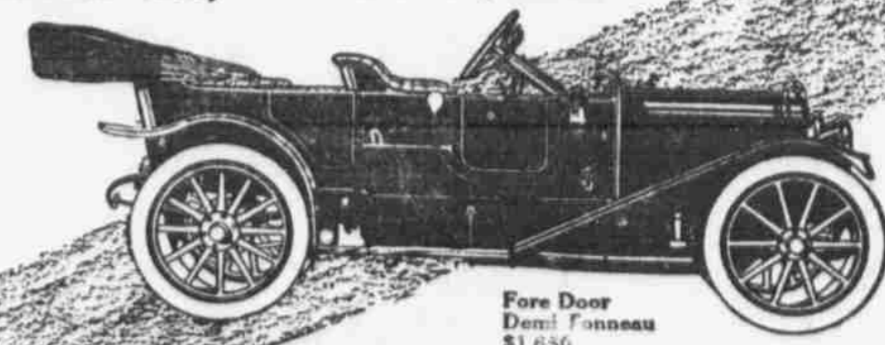
Be sure to get around to see the Abbott-Detroit today. Ask to see Model "B". Here is where you will find it waiting for you to jump in.

FOR SALE IN OMAHA BY THE BAUM IRON CO., 13th and Harney St.

Abbott-Motor Co., Detroit, Mich.



Fore Door Roadster \$1,500



Fore Door Demi Tonneau \$1,650

