



AUTOMOBILES

POINTS FOR THE MOTORISTS

How to Locate Small Punctures in Tubes—Various Practical Tests Are Explained.

Nearly every motorist has experienced the exasperating task of locating small punctures in inner tubes. The following suggestions may serve to lighten his trouble when he next meets with such a mishap.

In the first place the tube should be examined carefully to determine if the puncture is large enough to be seen. If not immediately visible the perforation may be very small, no larger than a needle point and in this case it is much harder to locate.

Inflate the tube slightly and hold it near the ground. Very often if the road is dry the puncture may be detected by the disturbance of the dust made by the escaping air.

If this test cannot be made or if it does not discover the puncture, press each portion of the tube to your cheek until you can feel the rush of escaping air. These methods failing to locate the puncture your only course is to immerse the tube in a pan of water, section by section, and watch closely for air bubbles. Where these bubbles rise is the point of puncture. Sometimes even the water test will give no indication of a leak yet when the tube is refitted and inflated, the air pressure will again decrease slowly. You may then be practically sure that the trouble starts near the nut at the base of the valve.

This is assuming that all other valve parts are in good condition otherwise when the valve is immersed in water, bubbles would have indicated the leak. An invisible leak of the nature described could be produced by screwing the nut at the base of the valve too tightly, or not screwing it tight enough.

In either case it is safer to return the tube to the manufacturer, for it is not likely that the motorist can make a satisfactory repair.

If no puncture is found in the tube, it would be well to re-test the valve. This can be done while the tire is mounted on the wheel. Simply turn the wheel until the valve is pointing straight down and immerse the valve in a glass of water.

The Michelin Tire company of Mulhouse, N. J., publishes in two volumes a complete instruction book on the care and repair of tires from which the above notes are taken. Copies of these volumes are sent free on request.

HISTORIC PLACES BY AUTO

Omaha Rich in Historic Spots for Motorists.

HISTORY INTERESTING THIS WAY

C. L. Gould Contributes Interesting Story on the Subject to the Current Issue of the Ford Times.

C. L. Gould, manager of the Omaha branch of the Ford Motor company, contributes an interesting article on the subject, "Visiting Historic Places by Auto," to the current number of Ford Times, the periodical published monthly at the offices of the concern. Of special note in the article by Mr. Gould are the references to the points of historical interest in the vicinity of Omaha which are accessible to the average motorist.

The article is as follows: One of the most notable signs of the times is the increasing interest manifested by Americans in the study of their own history. Since the Columbian expedition, which affected for good in many ways the culture of the country, we have had minor expeditions at Omaha, St. Louis, at Portland, and at Seattle, all celebrating important events in American history. The way to make a study interesting is to first make it enjoyable. Therefore, if you wish to study local history, do it by automobile.

An example of what can be accomplished in one day, in the study of history by the motorist, two motorists spent last Christmas day in a Ford roadster, hunting up places of interest in the vicinity of Omaha. A more delightful way, or cheaper, cannot be conceived.

Though younger than many of the cities of the west, Omaha has historical scenes a plenty in its neighborhood. While the first settlement on the site of this city was made in 1825, there had been for twenty years previously a trading post and fort on the river just below, where the town of Bellevue now stands. This little village—the oldest settlement of white men in Nebraska—was included a favorite burial ground of the Indians. Elk Hill was so named by Big Elk, a mighty chief of the Omaha tribe, who was buried there.

Fremont, on his return from his first expedition, stopped at Bellevue a few days to have a horse built, in which he rowed down the Missouri river to St. Louis. Before starting he sold at auction the horses, carts, etc., that he had used on his trip across the western plains.

Eight miles north of Omaha is the village of Florence, where the Mormons lived in 1846, and in 1847, in their hegira from Nauvoo, Ill., to the promised land in Utah. In that early day the town, named by the Mormon "Winter Quarters," was much larger than it is today. We are told "It comprised 14,000 people with 2,000 wagons, 30,000 head of cattle and large numbers of horses and sheep. There is still standing the house in which Brigham Young lived; and the large tree opposite is said to have been planted by the prophet himself. At the present time, this quaint looking place is occupied by Dr. W. L. Ross. In the yard there is an old cave walled with brick, which is supposed to have been the cellar, and until recently it had double thick refrigerator doors. Dr. Ross removed these doors and now uses the cave as a garage for his Ford car.

In August, 1894, Lewis and Clark on their famous expedition camped for a few days near the present village at Fort Calhoun, seven miles north of Florence. On August 3 an important conference was held with the Indians; and, as was fitting, the place was called Council Bluffs. The name seems to have been popular in this neighborhood, for it was at one time assumed by the present village of Bellevue, and later by the city in Iowa, which still retains it.

A stone has been set up in the village of Fort Calhoun to commemorate this important meeting, but unfortunately it is far removed from the old camping place. It might be well for the automobile clubs of the country to join with the historical societies in preserving and marking famous buildings and places. Although organized primarily for pleasure, the members are, many of them, men who would appreciate the need of such work and would respond to an appeal for help. Autoists, more than any other class of travelers, would visit these places, especially such as are located from a distance from railways.

Who will take the initiative? Knew Him Well? Looking up from his magazine he remarked to his wife: "Do you know what I'd have done if I had been Napoleon?" "Yes," she answered. "You'd have settled down in Corsica and spent your life grumbling about bad luck and hard times."—Lippincott's.

REC SUB-AGENTS WANTED

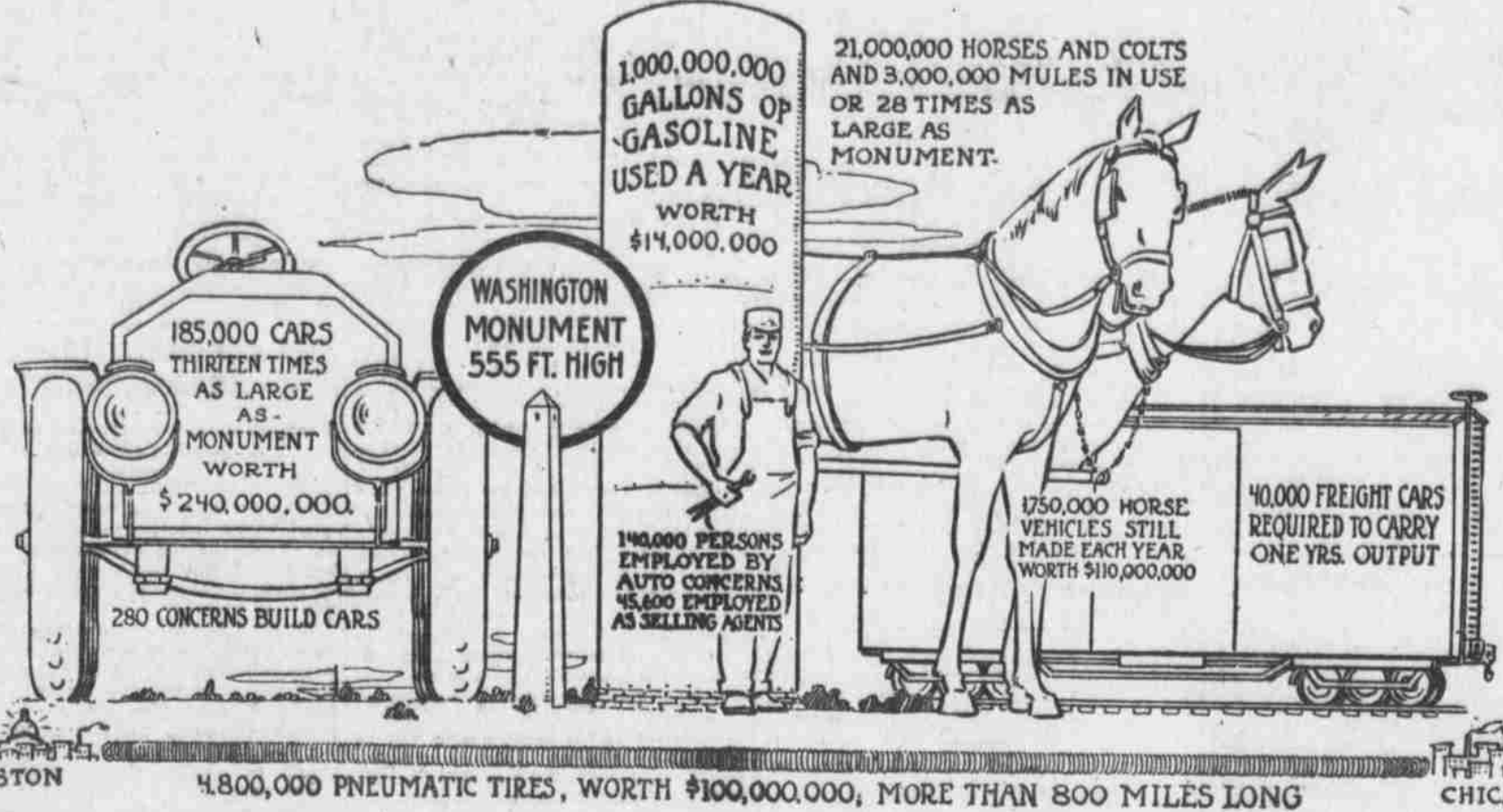
In the following counties: Dodge, Washington, Saunders, Douglas, Lancaster, Cass, Otoe, Gage, Johnson, Nemaha, Pawnee, and Richardson, in Nebraska; Harrison, Shelby, Pottawattamie, Mills, Fremont, in Iowa.

Contracts let on from one to five cars. Liberal percentage on sliding scale basis.

2027-G FARNAM ST., Omaha, Neb.

R. R. KIMBALL

Growth of the Automobile Industry Graphically Illustrated



The immense proportions to which the automobile industry has come in the United States is graphically depicted by the fact company diagram, which has been worked out by Will H. Brown, president of the Mals Motor Truck company of Indianapolis. The comparisons are made with the great shaft of the Washington monument to hold the gasoline used in one year by the motors of the country.

The number of men employed make one man several times larger than the monument. The number of horses, colts and mules employed in the country make two animals twenty-eight times as big as the monument. The tires used by the automobiles will, if placed side by side, make a line from Boston to Chicago. The other features of the industry are shown with equal force.

ALL GREAT DRIVERS COMPETE

Noted American and European Pilots Enter International Sweepstakes.

\$25,000 HUNG UP IN GOLD PRIZES

500-Mile International Speedway Attracts All Expert Drivers for Memorial Day Event at Indianapolis.

For the first time in the history of automobile racing every great driver in America and the majority of the famous European pilots will start in one speedway event when Starter Fred J. Wagner gives the word to the largest field of racing automobiles ever brought together, in the 500-mile International Sweepstakes race over the Indianapolis Motor Speedway, next Memorial day, for a purse of \$25,000 in gold. With the event still more than two months and a half away, there have been thirty big racing cars entered under the early closing conditions. The early closing date was March 1, and entries will be received until the late closing date, May 1. Assurance of future entries indicate that fully fifty cars will compose the total list.

All of the great winners of 1910 who are still actively engaged in automobile racing are entered. More reservations have been made for seats and parking spaces at the brick track than have ever been made before up to within ten days of a race meeting. Letters have been pouring in from all parts of the country asking that seats, in quantities from one to one hundred, be reserved for individuals and automobile clubs who are planning to tour to the Indiana capital for the speed event. From present indications the Speedway management believes that more than 150,000 spectators will be on the grounds during the seven-hour grind. Many of the entrants have sent advice that they will be at the Speedway as early as May 1, to start practice for the event, and for thirty days prior to Memorial day it is expected that the roar of the big racing motors around the brick track will be incessant. In addition to the \$25,000 purse which is offered by the Speedway, various automobile agencies and supply makers will make side offers which will bring the purse up to a total of about \$40,000, so that the winner of the great event probably will be the richer by about \$17,000 or \$18,000. The race will start at 10 o'clock in the morning, and probably will

occupy about seven hour's time. The list of early entries follows:

Case; Simplex; Inter-State; National '40'; Pope-Hartford; Westcott; Stutz; Mercedes; Amplex; Marmon; Knox; Marquette-Buick; Benz or Fiat; Alco; McFarlan; Jackson; Cutting; Fiat; Firestone; Columbus.

FAMOUS TROPHY TO BE HERE

Glidden Trophy to Be Exhibited at H. E. Fredrickson's Show Rooms Next Month.

One of the most famous automobile trophies in the world will soon be on exhibition in the showroom of the H. E. Fredrickson Auto company. This is the classic Glidden trophy which is now held by a Chalmers '09' touring car.

In 1909 the Glidden trophy, the most famous of all motor endurance prizes, was won for the first time by a car costing less than \$4,000, which is plainly indicative that this is the age of the medium priced automobile. In the longest and most strenuous of all Glidden tours, Chalmers Number Five returned a winner. The grind in 1909 started at Cincinnati and covered the south and southwest, going to Chicago by way of Dallas, a distance of 3,831 miles.

Particular interest attaches to the exhibition of the Glidden trophy in Omaha in view of the fact that H. E. Fredrickson, manager of the Fredrickson Auto company, was in charge of the team which drove the Chalmers Five on to victory in America's classic endurance run last year.

No-Rim-Cut Tires 10% Oversize

Cost Nothing Extra—Cut Tire Bills in Two

This patented tire—a Goodyear creation—has quickly become the leading tire in America. Last year it jumped our tire sales to \$8,500,000. This year 64 leading motor car makers have contracted for these tires.

The present demand runs twice that of last year. Our present output is 2,200 per day. About 650,000 have been sold to date.

These tires—the final result of our 12 years of tire making—will save motor car owners millions of dollars during the present year.

The Savings

Goodyear No-Rim-Cut tires save all the worry, all the damage of rim cutting. We have run them flat in a hundred tests—as far as 20 miles. With 650,000 of the tires in use, there has never been an instance of rim cutting.

An ordinary tire—a clincher tire—if punctured, may be wrecked in a single block. And the damage can't be repaired. The avoidance of this, under average

conditions, will save 25 percent on one's tire bills.

Oversize Tires

In addition to this, Goodyear No-Rim-Cut tires are 10 per cent oversize. This is due to the method of fitting the tires on any standard rim.

That means 10 per cent more air—10 per cent greater carrying capacity—without any extra cost. And that, with the average car, will add 25 per cent to the tire mileage.

This extra size takes care of the extra equipment. It avoids the blow-outs due to overloading.

These two features together—No-Rim-Cut and oversize—cut the average tire bills in two. Our control of these features has made the Goodyear the most popular tire that's sold.

After 650,000 of these tires have been tested, the demand is so great that our enormous plants are run 24 hours per day. Don't you think you should find them out? Our Tire Book tells all the facts. Please ask us to mail it to you.



Goodyear No-Rim-Cut Tires With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, Ohio Powell Supply Co., Mgrs., 2020-2022 Farnam St., Omaha, Neb. Branches and Agencies in all the principal cities. We make all sorts of Rubber Tires

Cadillac car upholds reputation for low cost of upkeep

Users drive cars at cost of less than one and a quarter cents per hundred miles of travel for mechanical repairs.

Some very interesting figures on the subject of motor car maintenance have recently been made public by the Cadillac dealers of Dayton, Ohio.

For the purpose of enabling them to present some definite information to motor car buyers, Cadillac users in Dayton, Ohio, territory were interrogated and responses were received from fifty-two of them, stating the sums that had been expended for mechanical repairs.

The highest expenditure by any one individual reported was \$24.50. The total sum expended for mechanical repairs on the entire number of cars was only \$30.00, or an average of the insignificant sum of about 58 cents per car.

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Figured on the basis of cost per mile, it shows that the 50,000 miles at a total repair cost of \$30.00 averaged about one and a quarter cents for each hundred miles of travel.

A Dayton record is by no means exceptional or unusual. The same dealer made a similar investigation about a year previous. At that time reports were received from fifty Cadillac users which showed a total of 150,000 miles at a total expense for mechanical repairs of only \$37.10, or an average of less than three and one-half cents for each thousand miles of travel.

About the same time New York and Indianapolis Cadillac users also furnished some very significant data. In New York the seventy-five users who responded to

the request for information reported having driven their cars an aggregate of 328,884 miles at a total repair cost for the entire seventy-five cars of \$52.21; an average of less than 17 cents per car or less than one and a half cents for each hundred miles of travel.

Still another record which, while not showing quite so low an expense, tends in a measure to corroborate the others, if such corroboration were needed, came from Indianapolis where the sixty-six Cadillac users who replied to the inquiry reported an aggregate mileage of 232,500 miles at a total repair expense of \$17.50, an average of 1.08 per car. The Indianapolis records not being quite so low as the others is accounted for to some extent by the fact that it includes the highest individual expense of the 10, which in the case of one user who had driven his car 5,000 miles had a repair expense of \$23.00.

In addition to the repair outlays, the matter of gasoline and oil consumption was in the case of the New York owners made the subject of investigation. This showed as high as 23 miles to the gallon of gasoline in ordinary every day driving, but averaged between 16 and 17 miles in oil consumption, some owners run as high as 100 to 120 miles per gallon, but the average was approximately 32 miles per gallon.

The Cadillac dealers in the cities mentioned, advise that these records include the reports of every user who responded to the request for information and that they are not simply a compilation of figures obtained from a selected list. With this array of evidence, coming as it does from several different parts of the country and particularly in view of the fact that prior to being asked for figures the users had no intimation that their experiences were going to be made matters of record, it is quite reasonable to assume that a canvass of Cadillac users generally would show very little variation in the matter of upkeep cost.

THE OMAHA BEE'S DIRECTORY Of Automobiles and Accessories

Apperson "Jack Rabbit" APPERSON AUTO COMPANY 1102 Farnam St.

Baker Electric Electric Garage DENISE BARKLOW, Prop. 2218 Farnam Street

BRUSH RUNABOUT A Marvel of Workmanship. T. G. Northwall Co., 914 Jones St.

FRANKLIN PEERLESS GUY L. SMITH, 2207 Farnam St.

H. E. Fredrickson Automobile Co. Thomas, Hunson, Pierce, Chalmers 2044-46-48 FARNAM STREET

MARION FOUR MODELS Prices—\$1,150 to \$1,700. OHIO ELECTRICS Marton Auto Company. C. W. McDONALD, Mgr. 2101-2103 Farnam St.

MIDLAND CARS FREELAND AUTO CO., 1122-24 Farnam Street.

NATIONAL Motor Car Co. National "40" Badger "30" 1115 Farnam Street.

Nebraska Buick Auto. Company Buick and Oldsmobile Cars... Lincoln Branch 15th and F Sts.—H. E. SEDLER, Gen'l Mgr. Omaha Branch, 1912-14-16 Farnam St.—LEE HUFF, Mgr.

Rambler MOTOR CO., 2052-54 Farnam St., Omaha.

SEARCHLIGHT GAS F. J. McSHANE, Jr., 2129 1/2 Farnam Street MORE LIGHT, MORE HOURS for Less Money

Stearns WALLACE AUTOMOBILE CO. 2203 Farnam Street

Veile MOTOR CARS VELIE AUTOMOBILE CO., 1902 Farnam Street John Deere Plow Co., Distributors

VanBrunt Automobile Co. Overland and... 2101-2103 Farnam St., Omaha, Neb.

FOREDOOR TOURING CAR—\$2,000, \$2,100, \$2,250. Forty H. P. and Fifty H. P.

MIDLAND The Car With the Full Floating Motor MIDLAND

The only car that can stand twists, jars and jolts of any road, and in no matter how strained a position, produce power to the full limit of its power plant. A car that combines Power, Durability and Beauty.

Midland Cars Come Up to the Mark of Quality

Convincing Hill-Climbing Qualities. Midland, S. D., May 20, 1910.

Midland Motor Co.: I own one of your Model "L" 40 h. p. touring cars No. 628, and would like to have your instruction sheet, also the factory test of my engine. I would like to know what horsepower it is. It must be more than 40, for it makes the hills a little the best of any car I know of.

I have been over nearly every road in the Black Hills with my car, and I haven't found a hill it did not mount with ease. I drove it up a hill a Model "L" couldn't climb with twelve hundred pounds of steam. I have made nearly two thousand miles with my car over the worst roads in the United States, have been on muddy roads in snow, and hills most of the time.

I haven't found a loose bolt or nut on my power plant yet, and it runs as quiet as the day it was unloaded from the cars.

It will throttle down to five miles per hour and not misfire once, pick up from five to I don't know how fast. In a hurry fifty-eight is best it has done, but that isn't her limit by far. Yours very truly, J. E. SHEVLING.

Freeland Auto Co. 12th and Farnam Sts., OMAHA, NEB.