

SELF-STARTER A FEATURE

Omaha Automobile Show to Have All the Latest Novelties.

ATTENDANCE IS TO BE LARGE

Dealers from All Over the West Signify Their Intention of Visiting the Omaha Exhibition of 1912 Machines.

That the seventh annual show of the Omaha Automobile association, which will open on February 19 and continue one week, will be one of the most remarkable exhibitions ever witnessed in Omaha is the general opinion of the dealers along the row. While it has the elements of a commercial proposition, the show will not be conducted for profit, but for its educational and entertaining characteristics and for the stimulating influence it will have upon the automobile industry in the western territory.

By the opening date the spacious Auditorium will have been transformed into a place of beauty. The magnificent decorations with the splendid exhibits, the dazzling bodies of the cars, the million glittering electric lights, will, without a doubt, court the attention of the visitors, whether they be dealers, car owners or merely desirous to see what may be shown. The show will be bigger, more elaborate and better than any previous effort of the association along this line. It will equal in magnitude any show held in this country outside of the large eastern cities. A large majority of the exhibits shown at the national shows will be brought to Omaha.

Attendance to Be Large.

Indication point to a larger attendance this year than ever before. There are more people interested in automobiles than ever before. There are many prospective buyers who want to see the latest models of cars and hundreds of dealers, not alone in Omaha, but through the territories, have said they are coming because Omaha will have the goods this year to satisfy the demand. There will be 150 types of cars at the show. This is more than ever placed on display in any previous show.

There will be all kinds of cars and for every purpose. For the prospective buyer there will be cars that will suit his taste as well as his pocketbook. There will be automobiles from \$65 up to \$30,000.

All the latest appliances will be shown. One of the new devices that has never been shown at the shows is the self-starter. Although this is still in its infancy, it will in the course of a few years be a great success. Many cars are using this device. There is no kicking of the starting crank and breaking of arms when this self-starter is used. All the driver has to do is sit in his seat, press a lever and the engine is in motion.

Many dealers along the row have received chassis for the show. These will be on display in their salesrooms after a few days before the show when they will be taken to the Auditorium. A complete display of accessories will be shown on the stage of the Auditorium. The basement will be devoted to the commercial trucks and vehicles.

UNCLE SAM BUYS MOTORS FOR COLLECTING MAIL

Having solved the merchant's delivery problem, the motor car is now taking the mail collection job and Uncle Sam declares the innovation is a huge success. Over in Toledo four Hupmobile motor wagons are used to collect all mail throughout the city. The carriers no longer have this to do and the quartet of Hupmobiles is sufficient to do all that the entire staff of carriers formerly accomplished in collections. The significance of this move along the line of speed and economy is apparent.

Gossip Along the Automobile Row

Two shipments of cars were received by the United Motor company last week.

The Powell Supply company is going to carry a large line of shop and garage equipments.

Manager R. B. Held of the Lion company reports the sale of a car to J. E. Sallock of Albion, Neb.

The United Motor company received a large Columbia limousine last week. This car will be on display at the show.

The Father Henry Westrop of St. Francis mission, Pine Ridge Agency, placed his order for a Hupmobile "22" with the W. L. Huffman Automobile company last week.

Nelson S. Riley has been appointed manager of the Kansas City branch of the Studebaker corporation. Mr. Riley had been for some time connected with the firm's branch at Denver.

Manager T. V. Graves of the Good-year Tire and Rubber company, returned last week from a conference of the salesmen and branch managers of the western division of the territory in Chicago.

C. W. Shoberg, foreman at the W. L. Huffman Automobile company, says his baby has a new tooth that looks very much like a "Hup." Mr. Huffman says he is going to put the baby in his show window with this sign around his neck: "Watch the Little Hup Grow."

The management of the Abbott Motor company has just announced the withdrawal of its racing teams from future contest work. The Abbott-Detroit has gained a place among the leaders in automobile racing in this country and this announcement comes as quite a surprise to those interested in that phase of the industry.

The Powell Supply company has taken over the agency for the Otto gas engine. This is one of the best engines made. Heretofore the Kansas City branch handled all the western business, but the demand became so large that the company had to establish another agency.

The Powell Supply company was chosen as the house most capable of taking care of this line.

The Mitchell Auto and Supply company of Mitchell, S. D., closed a contract with the W. L. Huffman Automobile company for twenty-five Hupmobiles. Thursday.

The Mitchell Auto and Supply company is one of the largest retail and wholesale dealers in South Dakota and after they had seen the new "22" Hupmobile at the Chicago show they negotiated the contract by wire.

The Franklin Automobile company issued a unique little vest pocket advertisement and Guy Smith has written for a supply to be here by show time. It is entitled, "Franklin Fashions," and is in the form of a folder; on the fly leaf is a 1912 calendar and on the opposite page is a small pocket holding loose leaf cuts and descriptions of the different Franklin models. The entire idea is very original and effective.

The Chicago show was a wonderful exhibition," said Guy L. Smith, "and to me one of the most noteworthy features was the Hudson simplicity. With

practically every known make of car exhibited, the people had an unusual opportunity of comparing the various types. The Hudson company showed a chassis with all the mechanism exposed, the housings being cut away. Thousands of people were deeply impressed with the Hudson's "clean design," and the "22" is meeting with such universal endorsement that, for the life of me, I can't see how the factory is going to take care of the demand for 1912."

Lee Huff, manager of the local Buick branch spent the latter part of the week at Lincoln in conference with General Manager Sodler concerning the distribution of early shipments to the 180 local agents throughout the territory.

The Nebraska Buick company will have on display at the Automobile show a complete factory line, showing among its features a model 25 cut out chassis electrically proportioned with all working parts exposed showing the rugged simplicity of its wonderful valve in the head Buick motor.

The Chalmers Motor company, Omaha, will have a notable exhibit at the show. Special interest has attached to Chalmers cars because of the self-starters equipment and it readily may be supposed that the self-starter will play a large part in the show display. Two of the "Thirty-six" motors with self-starting attachment will be in constant operation at the exhibit. In addition there will be one of the "cut-out" chassis which will show every working part of the car.

Manager McIntyre of the Wallace Automobile company received the following letter last week from George E. Potter of Reno, Nev., concerning the silent Knight cars: "Have two Silent Knight cars, one landauette, engine No. 16, about five years old. Have owned this car about a year and a half. Weight 4,000 pounds. Average 2,000 miles a month. Have driven one car night and day, engine made at least 60,000 miles, still in fine shape. Own other car nine months, engine about the same age, but not as large. Has not done as much mileage."

One of the cleverest automobile books ever published is being distributed by Guy L. Smith. The book, "How to Choose a Motor Car," is published by the Hudson Motor Car company. Guy Smith says this book is absolutely free to all owners or prospective buyers of automobiles and he advises every man who contemplates the purchase of a car to read it thoroughly. The book was written by a man who has owned six cars and whose experience and point of view is that of the average buyer. Smith said to a "Buyer" that the buyer doesn't necessarily have to choose a Hudson, but by reading this book would learn a great many things he had a right to know and would be able to choose his car intelligently.

Saving lives is the latest use that the Oakland cars have been put to. Manager McIntyre of the McIntyre Automobile company received a letter from Benjamin McDonald of Louis, S. D., last week, telling him he had saved his little boy's life with an Oakland car. During the severe weather McDonald's little boy became suddenly ill and the attendance of a doctor was necessary to save his life. None being closer than Louis, which was thirty miles away, McDonald set out in his Oakland car to bring the doctor to his home. He left home at 10 o'clock at night in the face of a fierce storm and got back at 3 the next morning. The snow was piled high in places and the temperature down to zero. How he ever got to town and back again he says is a mystery. He wore out a pair of chains and during the whole time his engine never stopped once.

Persistent Advertising is the Road to Big Returns.

Congress May Build Road as a Memorial to Abraham Lincoln

Within thirty days congress will decide whether the memorial to Abraham Lincoln shall be in the form of an up-to-date highway, used by thousands of people, or an architectural recognition in the form of a Greek temple, located in one of the Washington parks.

Before the library committee of the House of Representatives, March 5, at 10 o'clock in the morning there will be a hearing on Representative Borland's measure which provides that the memorial shall be in the form of a highway.

Though the commission in general charge of the memorial plan recently decided in favor of utilizing a site located on the Mall in Washington, it is a matter of common knowledge that Speaker Clark is emphatically in favor of the highway.

While Speaker Cannon possessed an idea contrary to the decision of the commission. Furthermore, a canvass of the House of Representatives seems to indicate a very large percentage in favor of the road, and it should be kept in mind that the senate in 1908 passed a resolution which provided for a fund to make a survey of the proposed road from Washington to Gettysburg. Thus it would appear that the whole matter is destined for a thorough threshing out in congress, following the report of the house library commission, which is not bound to accept the report of the commission.

RALPH A. DUFF INVENTS A TWO-CYCLE MOTOR

NEBRASKA CITY, Neb., Feb. 19.—(Special)—Ralph A. Duff, the well known capitalist and inventor of this city, returned home last evening from the east where he went to exhibit his newly patented carburetor and two cycle engine and he reports them as having satisfied the best critics of the country and he has ordered a factory erected here where they will be constructed. This evening he was given a banquet at the Elks' home by the members of that order and the leading citizens of the city.

TO PLEASE WOMAN MOTORIST

Among the features at the Twelfth National Automobile show in Madison Square garden, New York, in January that will appeal to women especially are some of the conveniences to be found on a number of new 1912 models. Special heating apparatus connected with the motor's exhaust, utilizing the hot vapor to heat the tonsils, adds greatly to feminine comfort, particularly for town evening riding. Some styles of radiators in the floors with their heating surfaces flush with the floor boards, so as not to be cumbersome and not to take up too much room, are most desirable. A dash board heater is one of the latest features.

It is a simple device, merely a register mounted in the dash containing slots through which warm air blowing over the motor passes. Its construction is such that the feet and limbs can be kept warm.

One maker is to show a "hand-warmer," not intended for use in limousines as much as for open cars. This consists of piping running to both front and rear of the car, the piping being asbestos-enclosed and so controlled as not to burn scorch gloves when hands are placed for the building of the motorcycle section.

Another novelty that one maker will display is an ice-water reservoir with asbestos-lined walls neatly inserted just behind the front seat. This has a tiny stop-cock which permits passengers to obtain water at any time either to drink for cleansing purposes, without stopping the car. Anyone who has toured any distance knows how unpleasant it is to get dust in the eyes and endeavor to get it out without water. The reservoir also can be used as an emergency water tank in case of the radiator springing a leak while on the road.

Dr. W. F. Hunt has been re-elected president of the Davenport (Ia.) Motorcycle club.

A live bunch of motorcycle riders in the Tacoma (Wash.) Motorcycle club have joined the Federation of American Motorcyclists.

John Hogan of Saginaw, Mich., expects to make a motorcycle trip to the capital of every state in the country next summer.

P. S. McMullen and Henry E. Toews, rural mail carriers at Inman, Kan., aver-

Interest in Trucks Intense at Chicago Automobile Show

William R. Drummond of the Drummond Motor company spent two days at the Chicago show last week examining the pleasure automobiles and also spent three days of the following week at the commercial truck show. Drummond says there was a noticeable difference in the type of visitors at the two shows. The pleasure cars attracted thousands of smiling, well-groomed women and care-free men, who visited the displays either to satisfy their curiosity or to make purchases if they chance to see machines that suited their fancy.

The commercial cars, however, attracted serious-visaged business men bent on business. They went to the show with their engineers, superintendents and sales managers to pass judgment on a big question, the question of the best means to get the best, safest and most economical transportation for their merchandise.

Drummond Motor company has the agency in Nebraska and Iowa for the General Motor company trucks and will exhibit both gasoline and electric commercial cars at the Omaha show. They furnish either gasoline or electric trucks from 1,000 pounds capacity up to six tons.

Our sales to users in the past two years have increased by 500 per cent.

Last year's sales alone exceeded the previous 12 years put together.

That is the result, after tens of thousands of users have tested out these tires. Can you think for a moment that your verdict would differ?

motorcycle. For two months on a up-keep cost of 50 cents, the officers covered fifty miles a day on each machine.

Eleven motorcycles are being used by the government in the Philippine Islands.

No-Rim-Cut Tires (10% Oversize)**127 Leading Makers Adopt Them**

Motor car makers—the best judges of tires—have overwhelmingly come to Goodyear tires.

In 1910 we sold to 44 makers.

In 1911 we sold to 64 makers.

For this year we have contracts from 127 of the leading motor car makers.

Our sales to users in the past two years have increased by 500 per cent.

Last year's sales alone exceeded the previous 12 years put together.

That is the result, after tens of thousands of users have tested out these tires. Can you think for a moment that your verdict would differ?

Outsell All Other Tires

Such a tire, if punctured, may be wrecked in a single block.

All the worry—all the expense—is ended forever with No-Rim-Cut tires.

Then No-Rim-Cut tires are 10 per cent oversize.

That means 10 per cent more air—10 per cent added carrying capacity. It saves the blow-outs due to overloading.

It means an over-tired car. And that 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

The Final Tire

No-Rim-Cut tires are the final result of 13 years spent in tire making.

Better tires are impossible. In fabric and formula, method and process they are close to perfection—as close as men ever will get.

Add to that fact the No-Rim-Cut feature—add the oversize feature—and judge what a tire you get. That's why it outsells all others.

Our new Tire Book is filled with facts which motor car owners should know. Ask us to mail it to you.



THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

OMAHA BRANCH—2212 Farnam St.

The Stearns-Knight Car**The Czar of Russia Owns a Knight-Motored Car**

So does the Emperor of Germany.

So do the Kings of England, Belgium, Spain, etc.

So do more than 8,000 men, on both sides of the Atlantic, who demand the best the world can offer in their pleasure cars.

In Europe, the list of Knight owners is the Blue Book of Motordom.

That is the record of the Knight-type motor after three years of the limelight.

Five of the world's greatest makers adopt it. And 8,000 owners of high-grade cars have become Knight-type enthusiasts.

And the Mercedes engine, which the Knight-type supplanted, was considered the master engine of the world.

Consider these facts when somebody warns you that the Stearns-Knight is an experiment.

That is the record of the Knight-type motor after three years of the limelight.

Cams are required, and cams get noisy when they wear. Timing gears are used, and their humming can be heard.

Thus silence is made impossible. Power and efficiency are greatly reduced. And every designer knows it.

The Stearns-Knight engine has no timing gears, no springs, no cams, no poppet valves.

There is no carbon trouble, no valve grinding, no leakage. The action is silent and certain.

No man who knows half what we know about engines will consider a poppet valve motor.

They require frequent grinding. When carbon accumulates, so does the motor.

The silence of the Stearns-Knight is almost uncanny.

When turning idly at the curb there is scarcely sound or vibration to show the engine is running.

"The car glides on the road," says one of the owners, "as though it were sliding on runners."

Every evidence of effort to which one is accustomed is lacking in the Stearns.

On hills the Stearns-Knight shows that persistent power known in electric motors.

In traffic one may run at walking speed on high gear, then quickly accelerate to any speed wanted without any jumping or pounding.

The four-cylinder Knight-type offers all the flexibility