

AUTO EXPORTS INCREASE

Twenty Times More in Value Than a Decade Ago.

IMPORTS SHOWING A DECREASE

More Than Twenty Million Dollars Worth of Automobiles Are Sold by the United States to Foreign Countries.

WASHINGTON, Feb. 13.—Over \$30,000,000 worth of automobiles were exported from the United States in the calendar year 1911, or twenty times as much as a decade ago. The exports to foreign countries last year, including tires and other parts, were valued at \$21,528,931 and the shipments to our own possessions, territories, Hawaii, Porto Rico and Alaska, \$1,842,155. Ten years ago the exports to foreign countries were but \$1,099,782 in value; by 1906 they had grown to \$4,408,154, by 1910 to \$14,000,225, and in the calendar year just ended had risen to \$21,528,931, this increase of \$20,000,000 in the exports of American-made automobiles within a single decade being one of the most notable achievements of our foreign commerce in recent years.

Meantime imports of automobiles into the United States show a decreasing tendency. From 1902 to 1906, before the industry had developed in this country, the imports rapidly increased, from about \$200,000 to \$5,000,000, the high record in imports of this class of vehicles. Since 1906, however, the imports have steadily decreased, last year's total having been less than \$2,500,000. In 1906, according to the established reports of the bureau of statistics, Department of Commerce and Labor, imports and exports of automobiles were of about equal value, imports into the United States in that year being \$4,919,238 and exports therefrom, \$4,408,154. The following year witnessed a shifting of the balance of trade in automobiles from the import to the export side, since which time the excess of exports has steadily increased until in 1911 it was \$19,190,413. Imports in that year having been but \$2,466,248, and exports \$21,528,931, or about nine times the value of the automobiles imported in the same year.

The aggregate value of automobiles passing through ports of the United States during the last ten years exceeded \$200,000,000. The approximate figures are as follows: Imports, \$27,000,000; exports to foreign countries, \$20,000,000; shipments to Porto Rico, Hawaii and Alaska, \$1,000,000; a total for this comparatively new article of commerce of \$102,000,000 in ten years.

Exports and Imports.

The course of our trade in imports and exports of automobiles is illustrated by the following figures covering quadrennial years from 1902 to 1911.

Calendar year.	Imports.	Exports.	Shipments to non-contiguous territories.
1902.....	\$ 500,000	\$ 1,000,000	\$ 24,734
1906.....	\$ 4,408,154	\$ 4,408,154	\$ 158,870
1910.....	\$ 2,466,248	\$ 21,528,931	\$ 4,659
1911.....	\$ 2,466,248	\$ 21,528,931	\$ 1,534,105

*Fiscal year imports for consumption. This rapid increase in exports of automobiles from the United States is in part due to the rapid development of the domestic industry, in part to the growing use of vehicles of this character throughout the world. In 1906 the exports of automobiles from France, the United Kingdom, the United Kingdom, Germany and Italy, the leading manufacturers of automobiles, aggregated \$6,000,000, and in 1910, but two years later, had grown to \$15,000,000. In 1906 the value of automobiles manufactured in the United States was \$5,000,000; in 1908, \$20,000,000, and in 1909, \$20,000,000. That the increased consumption of automobiles in this country is being more and more supplied by machines of domestic manufacture may be inferred from the fact that imports have greatly decreased during a period in which production has grown from \$5,000,000 to nearly \$20,000,000.

France is the chief source of automobiles imported into the United States. The imports from that country, however, in common with those from other countries, are decreasing. Of the \$4,500,000 worth imported in the fiscal year 1906, about \$1,000,000 was from France, \$175,000 from Germany, \$128,000 from the United Kingdom, and \$355,000 from Italy. Last year France was credited with less than \$1,000,000, and the other countries named with about \$500,000 each.

Most of the automobiles exported from the United States go to British territory. The value exported to Canada in 1902 was \$7,428, while in 1910 it had increased to \$32,427 and in 1911 to \$7,190,567, or one-third the entire exports of this class of manufactures. To the United Kingdom, the total last year was \$1,700,000, against \$48,205 in 1906 and \$671,553 in 1907. To France the exports grew from \$30,951 in 1902 to \$27,123 in 1911; to Germany, from \$2,891 a decade ago to \$21,000 last year; to Mexico, from \$27,719 to \$294,502, and to British Oceania, chiefly Australia, from \$1,681 in 1902 to \$1,262,902 in 1911. To various other parts of the world including South America, Asia and Oceania, the exports of automobiles last year were large, in some cases the largest on record.

Koran Buys First Auto Sold at the Automobile Show

Charles Koran, president of the Omaha Trunk factory, was the first to buy an automobile at the present show, according to George Reim.

Mr. Koran purchased a 1912 Cadillac through the influence of a good many of his friends who are owners of Cadillac cars. The car was recommended to him on account of its high efficiency and durability of service.

He was assured by his friends that he would receive the best of service from the Cadillac company of Omaha, and knowing the standardization of the car and the reputation of the Cadillac Motor Car company, Detroit, Mich., he decided upon a Cadillac car.

According to the specifications which George F. Reim received from Mr. Koran, he is having his car equipped with nearly every accessory that can be put on an automobile in the line of special equipment. His equipment consists of a rear sight mirror, demountable fenders, extra tire, trunk rack, electric horn, power air pump, electric lights by which to change tires, combination clock and speedometer, slip covers, double automatic windshield, etc.

Joy Riders in Plenty.

"We'll have to give lots of free rides this week, but we can't help it," said one of the exhibitors. "A great many people who have no intention of buying a car pretend that they want to buy one in order to have us take them out for a spin. Sometimes we spot these people for what they are, but one can't be too careful of questioning the motives of a Persistent Advertising is the Road to Big Returns."

Dreams of Mr. Buyer, an Auto Show Visitor



ARRIVAL OF SELF STARTER

Most Notable Feature of This Year's Automobiles.

PRINCIPAL VARIETIES OF DEVICE

Crank Becomes Useless Appendix on Some Cars, Entirely Removed from Up-to-the-Minute Motors.

The great step of the 1912 production of cars has been to bring the motor within the reach of a great body of people who heretofore in large degree have been barred from driving because of lack of physical strength to crank the motor. The crank now becomes a sort of useless appendix on most cars and on some has been removed altogether. The time of the self-starter has arrived, as witness the number of machines so equipped in the garden show. The car without some method of starting from the seat is almost exceptional. The coming of the self-starting era means no more back-kicks and broken wrists, and it means that the delights of driving are open to women, and to men who have feared the crank.

Just why the self-starter has come with such a rush this season is not altogether clear—some say it's natural development and other's claim it is women's influence. The women showed that they wanted to drive cars, without having to carry a man to crank the engine, or being obliged to get out in the mud to crank it themselves, and the manufacturers answered the feminine demand by putting self-starting devices on their machines. The self-starter is not new. A perfectly efficient compressed air self-starter was shown in Madison Square Garden three or four years ago by a prominent motor car manufacturer. It offered freedom from the travail of the crank just as much as do the self-starters of today. But men motorists exclaimed "Oh Boosh, their's truck ought on a car to get out of order now without adding any more," and the next season this maker dropped his self-starter.

The Winton makers led the way in the



runs itself, storing away in the first few revolutions sufficient compression to use the next time.

The electric self-starter is new this season. Prominent exponents of this method are the Cadillac and the Inter-Static, though they employ different systems. The features of the electric self-starter are a storage battery and an electric motor geared to the mechanism of the gas motor. A switch directs current from the storage battery to the electric motor, which, acting through gearing, turns over the crankshaft of the gas motor until regular explosions begin. In the Cadillac the electric motor is geared into the flywheel; in others it is geared to the half-time shaft. When the gas motor is running it drives the electric motor until the storage batteries are fully charged. With the electric self-starter go electric head, side, tail, dash and interior lamps and electric ignition.

A Common System.

The explosive gas self-starter is the most easily attached, of low cost and simple in construction, and has been adopted as equipment by the larger number of car manufacturers. These explosive gas starters derive their energy from the acetylene gas tank and there are two principal types, the Dico and the Presto. Such cars as the Hudson, Stevens-Duryea, Everitt, Simplex, Seiden, Pullman, Marmont, Speedwell have the explosive gas self-starter and almost all the other manufacturers are prepared to supply it, when requested by customers. The explosive gas self-starter consists, roughly, of a pipe from the acetylene gas tank to the distributor and piping from the distributor, which is worked by a tiny crank or a pump, to the cylinders, in which the acetylene gas is fired until the motor begins to run under the regular gasoline mixture power. As the acetylene gas is very powerful only a small quantity is needed to turn over the motor. The spring self-starter is the oldest of them all. It consists of a powerful spring which is released by pressure on a dash

button, and which turns over the motor sufficiently to start the regular power. The spring is wound up again by the motor. The spring self-starter is of different types and can be attached to any car. There are also lever and pedal starting devices. All have their advocates and their claims to superiority. Like everything else about the motor car there is no agreement among manufac-

NEBRASKA-BUICK CO. BUSY SHOWING THEIR BIG LINE

H. E. Sidles, Lee Huff and their score of ninety-four assistants were nearly worked to death Monday night showing the Buick and Marquette cars to the hundreds of interested spectators.

Persistent Advertising is the Road to

THE Marquette

The Car of Practical Luxury

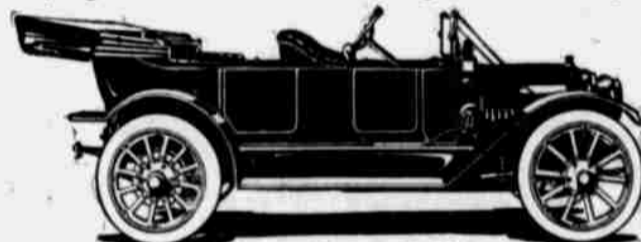
STUDY all sides of an automobile—its artistic appeal, its mechanical construction, the service back of it, the men who built it. Do this with any car before you buy; especially do we invite such careful analysis of the Marquette.

In the refinement of its exterior lines and the character of its general appointment, the Marquette reaches a point of elegance. These, combined with the reasonableness of its price, make the Marquette the car of Practical Luxury. And added to its supremacy in these essentials is the fact that the Marquette is produced under the immediate direction of the General Motors Company, giving it not only the ample engineering and mechanical backing of this large institution, but assuring thoroughly dependable service to owners.

These handsome cars will be shown at the Omaha Automobile Show, of course, but the

Real Display is at Show Room 1912-14-16 Farnam Street
NEBRASKA BUICK AUTO CO., Distributors

Omaha, Lee Huff, Mgr. Lincoln, H. E. Sidles, Gen. Mgr. Sioux City, S. C. Douglas, Mgr.



Model 25—Price, \$3,000.

Locomobile

LITTLE SIX

An entirely new Model, and ready for demonstration. A Little Six with 60 horse power and Ten Inch Upholstrey

Exhibited at the Omaha Automobile Show for the First Time

February 19 to 24

A large portion of the output of this Model has already been sold without a single demonstration having been made

You are invited to inspect and test this car at your pleasure

Sold in this Territory by

J. J. Deright Co.

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The Delivery Car Now Used by 50 Omaha Firms



Always "On the Job"

When purchasing a commercial car it is well to consider the standing of the firm behind the car, and the service given car owners. These features are of the utmost importance to car buyers. Delays of all kinds are costly, and where a concern helps a purchaser to keep his car in first-class condition, it is an advantage not to be overlooked. This is what the I. H. C. service means to our customers. The International Commercial Car is the dependable car for hot and cold weather, 365 days in the year, backed by a strong guarantee by a concern that is able to make good.

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