

GOOD ROADS MEN ARE BUSY

Interested in Thoroughfare Between Here and Sioux City.

AUTOISTS BECOME INTERESTED

Meeting of Good Roads Committee of Commercial Club and Auto Club to Be Held Tomorrow.

One of the latest propositions that is interesting the Omaha Motor club, the Omaha Automobile club and the good roads committee of the Commercial club is the marking and improvement of an automobile road from Omaha to Sioux City on the west side of the Missouri River.

There are a number of good roads boosters in the towns west of the river taking a deep interest in this matter. The Sioux City Automobile club has also taken up the proposition.

There is a road marked on the Iowa side, but on the west side there has been nothing done so far. It is now proposed to mark a route from Omaha through Florence, Calhoun, Blair, Talmah and other towns between Omaha and Sioux City.

At a joint meeting of the good roads committee of the Commercial club and the two Omaha automobile organizations to be held Monday evening in the office of H. L. Mallo, City National Bank building, this new road matter, as well as other questions, will be considered. Now that the automobile touring season is near at hand the motorists of Omaha have determined to see that all the good automobile roads leading into the city are well marked, and it is possible that action will be taken in this regard.

The following subcommittee of the good roads committee of the Commercial club has been appointed:

- Publicity—F. H. Dearmont, Mel Uhl and Harry Lawrie. City Boulevard—Harry Lawrie, J. E. George and Mel Uhl. E. Frederickson, E. H. Sprague and S. A. Seale. Legislation—W. D. Hoofar, S. A. Seale, J. E. George, H. L. Mallo and E. H. Sprague. Sign Boards—E. H. Sprague, H. E. Frederickson and W. D. Hoofar. Road Conventions—S. A. Seale, H. L. Mallo and P. H. Dearmont.

Vanderbilt Cup Race Not for Long Island

NEW YORK, March 30.—It is impossible that the Vanderbilt cup race of 1912 will find its way back to Long Island. This much was developed in a recent talk with William Schimpf of Brooklyn, chairman of the contest board of the American Automobile association.

According to Mr. Schimpf, the rule requiring military protection for courses over which road races are run under the sanction of the national body is not inflexible and can be revised informally at the discretion of the members of the contest board.

The drawback in the matter of holding road races on Long Island is, said Mr. Schimpf, "that we cannot see, in view of what happened in previous years, how a contest can safely be held unless military protection is insisted upon. Any race of the fame of the Vanderbilt cup, held close to the most congested center of population in America, is certain to draw an enormous assemblage."

"Personally, I would like to see the race brought back to this part of the country. The Vanderbilt is the Long Island classic and that should be its home; but, as an official of the contest board, I certainly would hesitate to take the responsibility of sanctioning such a contest unless absolute assurance of safety to the spectators and the contestants could be given.

"This is the situation as it stands today. The contest board has the power to sanction a race anywhere, but if it does allow the holding of the Vanderbilt cup race at Riverhead or on any other part of Long Island, it will only be when we are certain that the protective measures will be all-sufficient to insure entire safety to all."

Fredrickson Has Rocks for Postoffice

While H. E. Fredrickson is well known in Omaha as a dealer in automobiles, he is as well known in the state of Wyoming as the owner of one of the prettiest ranches in the state on which several varieties of mountain trout make their home in the Laramie river, which flows through his place.

In the book gotten out by the Union Pacific on the outing places along its road in Colorado and Wyoming, Mr. Fredrickson's ranch is spoken of as one of the chief fishing resorts in the state of Wyoming, where schools of mountain trout hold session during the long summer months.

Mr. Fredrickson is also known as postmaster in the territory surrounding his ranch. A huge pile of rocks in the center of his place is known as Filmore, where all the trains drop the mail for people in that territory, and which is taken to Mr. Fredrickson's ranch house where it is distributed to the owners.

"Just as soon as the weather gets a little warmer and the roads a little better I am going to hire up my Chalmers and drive out to the ranch," said Mr. Fredrickson. "I intend to spend the greater part of the summer there, for the fishing is certainly fine, and anything I like to do the most outside of selling automobiles is to catch the little fish in the brook on my little fly hook."

HENRY FORD COMPLIMENTED FOR HIS INNOVATION

A writer in Scientific American has paid a great tribute to the designing genius of Henry Ford, Detroit's motor car manufacturer, often referred to as the "father of the automobile."

No name was mentioned in the Scientific American, but the picture of the famous Ford magnum, used to illustrate the article, leave no doubt that the following referred to the Ford car. "Credit must be given to the designer of one of the world's most popular low-priced automobiles for the very original and radical departure of incorporating the magnets for ignition and lighting purposes directly with the flywheel of the motor.

"Happy thought for salesmen. To provide automobiles for his salesmen all over the world the Pillsbury Mills company of Minneapolis closed a deal for seventy-five Huppible roadsters. This huge purchase reflects the growing sentiment of large establishments toward the economic value of the motor car over other forms of transportation. Deliveries will be made by the Hupp Motor Car company of Detroit direct to various headquarters of the big milling corporation.

Gossip Along the Automobile Row

William Weaver, sales manager for the Interstate Automobile company, left last week to close up contracts in the northern part of the state. He writes that business is unusually good, and says that the prospects are excellent for a big season when the roads open up.

A shipment of roadsters was received by the Interstate Automobile company last week.

R. Shearer of Ottumwa, Ia., purchased a Molins car last week.

Manager Deal of the Molins Automobile company sold a car to O. P. Alfred of Geneva, Neb., last Thursday.

Business is coming in fast to the Arthur Storz Supply company. In fact, the whole shop force is continually on the jump looking after the shipment of orders sent in by the six salesmen out in the territory. The company received a large shipment of Federal tires last week, making their stock complete. Besides automobile equipment, the company also carries a line of wearing apparel.

Frank H. Smith, assistant sales manager of the Studebaker factories, visited Manager Keller of the local branch last week. Mr. Smith is on his way to Los Angeles.

Although it often occurs that an automobile becomes struck by another machine, or some other object, the E-M-F '20' is probably the only car that has ever been stage struck. The car was hit so hard that it spent a week on the stage at the Krug theater, showing off to large audiences each day last week before it became tired of the bright glitter of the footlights and the gay life of a burlesque troupe. When Manager Frank set out to find an automobile to take part in the show, he found that the form, style and size of the E-M-F car was just what he wanted, and wasted no time in getting Manager Keller's permission to show off the fine points of the car during the week at his show house.

A Marion roadster was sold to C. P. Fields of the Carpenter Paper company last week.

Manager McDonald of the Marion Automobile company is going to install a motor generator in the garage in the near future to take care of the electric cars.

Manager Huff of the Nebraska Buick company, received a telegram from the Buick factory this week stating that the Howard Auto company of San Francisco had just wired in an order for a third trainload of 30 Buick cars. This makes 700 in sixty days that have been shipped to that point, making a total retail value of \$200,000. The Buick factory also advised Mr. Huff that this order would not interfere with other orders already booked, as these cars will be built in two days.

In talking of the output of cars this year Mr. Huff of the Nebraska Buick company says there will be a shortage of good cars. The Buick company will build 2,000 Buicks. The Nebraska Buick Auto company has a liberal allotment, but it cannot be increased because Buick cars are equally popular all over the country, and every Buick branch will take and sell more cars than their share if they can get them.

The Nebraska Buick Auto company reports carload shipments for the week to the following dealers throughout its territory. N. C. Bank, Spencer, Ia.; Sheldon Auto company, Sheldon, Ia.; two carloads; Scott Auto company, Norfolk, Neb.; Larchwood Auto company, Larchwood, Ia.; Boone Auto company, Boone, Ia.; F. A. Hulsebus, Harlan, Ia.; Tremain & Rankin, Fort Dodge, Ia.; D. P. Noonan, Cherokee, Ia.; Wade & Burnight, Akron, Ia.; Roy & Messer, Hartley, Ia.; George Lewis, Doon, Ia.; Algona Auto and Machine Works, Ruthven, Ia. This makes a total of thirty-nine carloads that the Nebraska Buick Auto company has shipped direct to its agents in the territory during the month of March.

H. G. Jackson of the Engler-Jackson Brokerage company bought a '20' Huppible of the W. L. Huffman Automobile company Thursday. Mr. Jackson expects to take a trip to his old home in Wisconsin this summer and will make a tour of the state accompanied by his wife.

Dr. M. M. Loomis of 2117 Lothrop street purchased a 35 horse-power long stroke Huppible of the W. L. Huffman Automobile company last week and will receive his new car next Monday, when three carloads are expected to arrive.

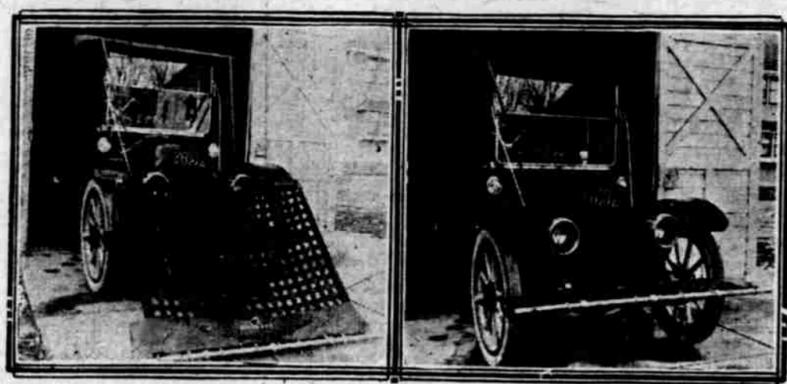
Dr. Charles G. Percival, the globe-trotting editor of Health Magazine of New York City, who has just returned from Alaska, where he took the Abbott-DeWitt "Bulldog" over the dreaded White pass and won the trophy offered by the Daily Alaskan of Skagway for the first automobile to drive from Skagway, tide-water to the headwaters of the Yukon river and north of 62 degrees, has some new stories on the richness and fertility of Alaska, and as a proof of the genuineness of his tale points to the handsome nugget pins of glancing gold which he and his companion, George Brown, wear in their neckties. According to Dr. Percival they secured the nuggets by washing the "Bulldog" off on their return from Dawson and on passing the dirt thus obtained secured the two nuggets and of worth of dust.

All repairs will be made on Oakland cars by the McIntyre Automobile company for one year after the buyers have them in their possession, providing the injuries to the car are not caused by the negligence of the driver. This is nothing new, as the McIntyre company has been doing this for the last three years, and we are still making money," said Mr. McIntyre.

"The reason we can do this," he says, "is because we put out a car that can be run day in and day out without taking it to the repair shop. If we put out a car that would be impossible for us to make this proposition to Oakland owners."

To back this guarantee Mr. McIntyre has deposited money in local banks with the understanding that unless he sticks to his promise he loses the money. "There is no danger of my losing the money, because I will stick to my promise and willingly repair all cars within a year's time," he said, "but I am sure

Omaha Safety Device Proves Its Worth



Fender Dropped. LIFE SAVER FOR AUTOS IS PATENTED. Fender Folded.

The Standard fender is the invention of three Omaha men and is intended for a "catch-em-quick." The fender has been tried and it was shown that a swiftly-moving automobile could swoop down on a child, the fender could be thrown out and the child gathered unhurt into a net.

In the experiments a child was not used, but bags of sand weighing 200 to 300 pounds served the same purpose. The net is fixed in a leather case in front of the car. When folded it will not detract from the beauty of the raciest auto. It can be thrown in front of the auto. A lever

near the emergency brake operates the net. This net is made of linen of a coarse, strong fiber and will sustain a weight of 500 to 700 pounds. It is held in place when extended by steel rods. The entire invention is hand made and required the spare time of the three men for a year and a half.

H. F. Stanpard, A. Aginskee and Michael Black are the inventors and they have taken out patent rights in Great Britain, Germany and France and will soon have made application for patents in all the principal countries of continental Europe. "We have organized a company," said

Mr. Black, who is employed in the city engineering department, "and with a few thousand dollars we will start in a small way. We have secured a patent in the United States and foreign countries. Automobile manufacturers and those who have examined the fender think it will work a revolution.

"Of course, it is not intended to encourage reckless driving, nor is it to be used except in case of the most urgent emergency, but its use will lessen the number of people killed by automobiles. The net can be thrown out in a flash and will scoop up a child or a man unharmed."

that if my foreman was required to work only on these cars he would soon get the hook worm."

Friends of G. A. Gilman of Phoenix, Ariz., claim that some formal notice should be taken of what they believe the most remarkable first chapter on record in any motoring career. Mr. Gilman had never driven a car up to the afternoon when he appeared at the headquarters of the Arizona Motor Car company and bought a Flanders '20. This did not deter him, however, from climbing to the wheel and driving home. There he packed his suitcase and set out across the desert for San Diego, Cal., where it had just occurred to him, he had business. Mr. Gilman arrived in San Diego in less than four days—excellent time—having made the trip without incident, over a road esteemed one of the toughest in the country. Not even a tire puncture marred his novice ride.

When the last of 30 model T cars had been rolled into a freight car at the Ford Motor company's shipping docks in Highland Park, last Thursday, the world's record for an auto shipment was broken. The Ford Motor company was the holder of the old record of just an even 300 cars in one day. Last May, when the Ford production reached the highest total in the history of the automobile business—4,810 cars made and shipped that month—no single day's shipment reached the tremendous total recorded Thursday.

After a battle that has lasted for years—a battle in which sanity and sportsmanship have been arrayed against ignorance and intolerance—a large number of cities and communities have passed laws which prohibit, either for the entire day or that part between darkness and dawn, the useless noisy tactics of the cut-out fiend. Omaha is one of those cities.

Auto Muffler is Doomed to Retire

The automobile muffler cut-out is doomed. After a battle that has lasted for years—a battle in which sanity and sportsmanship have been arrayed against ignorance and intolerance—a large number of cities and communities have passed laws which prohibit, either for the entire day or that part between darkness and dawn, the useless noisy tactics of the cut-out fiend. Omaha is one of those cities.

London has taken the lead and Europe is falling into line. New York's aldermen have some prohibitive legislation before them, which will probably be passed. The Omaha muffler cut-out ordinance has passed and to the rejoicing of the sane motorist and the public this long overworked nuisance has now been officially squelched. Several arrests have been made and this will continue to be the fate of the motorist who cuts out his muffler.

CUTTING DOWN THE COST

Careful Driving Saves Car and Reduces Expenses.

TIPS ON MAINTENANCE BILLS

Ignorance at the Wheel Shortens Life and Pads Cost Before Junk Pile Claims the Reins.

It is perfectly true that the car of today is stronger and better made than its predecessors of a decade—and even of two years—ago, and that consequently it will withstand harder usage with less resulting wear than any of the automobiles that have thus far been designed. But this does not mean that the modern automobile may be handled carelessly, for, although a well-made car will withstand a remarkable amount of abuse, it is only by exercising common sense in driving that the full value of high-class workmanship and design can be obtained. It is reliability and long service that are sought in the improved construction of the modern car, and while the operation and control have been simplified and it is not now as easy to "strip" gears as was the case formerly, the driver who would get the most value from his machine must look upon it almost as he would upon a human organism that cannot be unduly abused without an eventual loss in efficiency. This loss may not be immediate, but it is bound to make its appearance sooner or later.

Strange as it may seem, the so-called "expert" often abuses his car more than does the novice. This is because the former "knows" his car perfectly and understands exactly what it can "do"—and consequently he makes it do its utmost all of the time. If, through experience, the expert knows that he is just able to make his car climb a certain hill "on the high," he will never shift to a lower gear on that same hill if he can help it. If he has discovered that, through careful manipulation of the clutch, he can start his car from the rest on the third or fourth speeds, he will take pride in proving to himself and others that he never needs to "use the low." The novice, on the other hand, will be doubtful of his ability to change to a lower gear when in the middle of a steep ascent, and consequently will begin the climb on the first or second speeds. He will be fearful of stalling his motor if he starts the car from rest on any gear but the low speed, and consequently he waits until the machine is well under way before he shifts to a higher gear. Thus, through his own

inexperience and ignorance of the ability of his car, the novice may relieve the motor, transmission and clutch of strains that his "expert" friend would think they were in duty bound to bear.

When the Bills Come In.

The motor, clutch, and transmission will bear these strains to an astonishing degree, but at the end of the season, when "general overhauling" time arrives, the bill for repairs, adjustments, and replacements on the "expert's" car will be convincingly higher than will that for the necessary work on the machine of the conservative driver.

The ordinary owner will take a certain amount of pardonable pride in being able to point to a steep hill and say, "My car can do that on 'high';" but would it not be better for him to look to the future and take pride in the reliability and long service of his machine, rather than to boast of the performance of the moment? So long as a motor gives no indication of being subjected to a severe overload, it is unnecessary to shift to a lower gear, but the moment the normal revolutions are reduced and the engine begins to "pound" and "knock," it is certain that severe strains are being induced in the connecting rods and crank shaft and their bearings. By "jockeying" the clutch and "mushing" the motor, the car may sometimes be made to finish the climb without changing speed, but continued driving of this character will surely result in loosened and worn bearings and an inefficient engine. It must be remembered that, in order to develop its greatest power, the ordinary automobile motor must be allowed to revolve at a speed not less than 900 or 1,000 revolutions per minute, that no load should be applied which is so heavy that this speed is reduced. When the motor revolves at high speed, the point of ignition, or the "spark," may be advanced beyond the "dead center," and the power developed by the engine will thereby be increased. This advanced spark cannot be maintained, however, when the speed of the motor is reduced, and consequently as soon as the engine begins to "labor" on a steep hill, the spark should be set back and the transmission shifted to a lower speed. But it is not always an easy matter for the inexperienced driver to change to a lower gear in the middle of a steep hill, and if the shift is not made almost instantly, the car will lose its momentum and may be forced to start on its ascent from a position of rest—or, possibly, from backward travel, if the driver has not succeeded in applying his brain quickly—and the resulting complications only emphasize the



WHEN you buy an automobile you have a reason for choosing the particular car that you buy. This reason must be one of the following three—your own experience and practical knowledge of mechanical construction and materials—the guidance of a friend whom you trust, or—faith in the ability, experience, business integrity and commercial sense of the maker.

With the Mitchell car the first two of these reasons—your own knowledge and the investigation of a trusted friend—lead you logically straight to the ownership of a Mitchell, and, with the third, there are 77 years of an unequalled record in vehicle manufacture and the assurance that the next 77 years will see the Mitchell vehicles leading in popularity for the same good reasons that have made them leaders in the past.

Mitchell cars are the result of a demand from the experienced public for a car that is built and sold on the business basis of an honest profit to the maker and full value to the user.

Mitchell cars are built for the man who can't afford to make a mistake.

7-passenger Mitchell-six, 6 cylinders, 50 horse-power, wheel base 135 in., tires 34x4 1/2. Price, \$2,250. 5-passenger Mitchell-six, 6 cylinders, 48 horse-power, wheel base 125 in., tires 34x4. Price, \$1,750. 5-passenger Mitchell thirty, 4 cylinders, 35 horse-power, wheel base 115 in., tires, 34x4. Price, \$1,350. 4-passenger Mitchell thirty, 4 cylinders, 30 horse-power, wheel base 115 in., tires 32x4. Price, \$1,150. 2-passenger Mitchell Runabout, 4 cylinders, 30 horse-power, wheel base 100 in., tires 32x3 1/2. Price, without top, \$950.

Mitchell-Lewis Motor Company Omaha Distributor Racine, Wisconsin 2050 Farnam St.

advantage of shifting to the proper low gear before the hill is reached. Although the brakes on the modern motor car are exceedingly powerful and highly efficient, the necessity for a sudden stop should be avoided whenever possible. To be sure, if the clutch is released before the brakes are applied, the principal strain will be set up between the brake drums, wheels and tires, and will not reach the motor, transmission or clutch. But to concentrate in two wheels the force that is required to bring to a sudden stop a rapidly moving object as heavy as is the average automobile is evidently a severe tax upon the strength of the rubber, and if the wheels are made to slide the strain will be even greater. —Harold W. Stauson in Harper's Weekly.



Diamond TIRES

Consider these facts, Mr. Chauffeur YOUR worth to the man whose car you drive is measured not only by your skill in driving, but by your ability to buy his supplies and maintain his car economically.

Tire expense is the largest single item in the cost of running a car: there is only one way for you to keep your tire bills down to a minimum, and that is by buying Diamond Tires and sticking to them.

There is only one basis on which you should buy tires to use and that is on a Quality and Mileage basis. And buying tires on that basis means buying Diamond Tires.

The most important point about a tire is quality, the type is secondary. Diamond Tires are made in all types, all sizes, and to fit every style of rim. You can get in Diamond Tires any type that you want, and in any Diamond Tire that you choose you will get what no other tire can give you: the Greatest Mileage and the best service that can be built into a tire of that type.

In addition to dependable dealers everywhere, there are FIFTY-FOUR Diamond Service Stations. Diamond Service means more than merely selling tires—it means taking care of Diamond Tire users.

AT YOUR DEALER'S OR The Diamond Store 215 So. 20th St., Omaha The Diamond Rubber Company AKRON, O. WE COULD BUILD THEM CHEAPER, BUT WE WON'T WE WOULD BUILD THEM BETTER, BUT WE CAN'T

OAKLAND GUARANTEED for one year. We will do the adjusting, replace all broken parts; no charge for the parts, as work of installing. Provided, the car is kept lubricated and not in a wreck. McINTYRE AUTO CO. Phone for Demonstration Date. By J. A. McIntyre, Mgr. P. S. We know what our car is and not afraid to back it up. Ask Oakland Drivers About It.

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