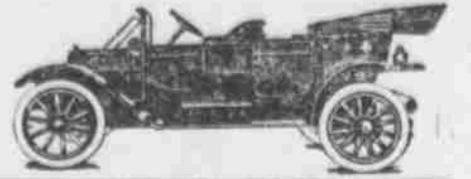




AUTOMOBILES



Gossip Along the Automobile Row

The Western Automobile Supply company reports the sale of an opening stock to H. F. Wilson of Henderson, Ia.

Mr. Orr of the Orr Motor Sales company, which handles the Packard in Omaha, has returned from Detroit where he spent a week on company business. Mr. Orr reports that Packard prospects are bright for the coming year and additional efforts are to be put upon Omaha and Nebraska sales.

Automobile dealers who carry accessories are commencing to restock because of the added demands in the way of supplies for the new 1914 machines. New owners mean more accessories and the supply dealers are making preparations accordingly.

A. Wayne Burbank of Paige company, has returned from his month's visit to Detroit and Mrs. B. M. Burbank immediately left on his vacation to Lake Jefferson, Minn. Brother Wayne is showing the manager how to sell cars. He has delivered seven since he returned.

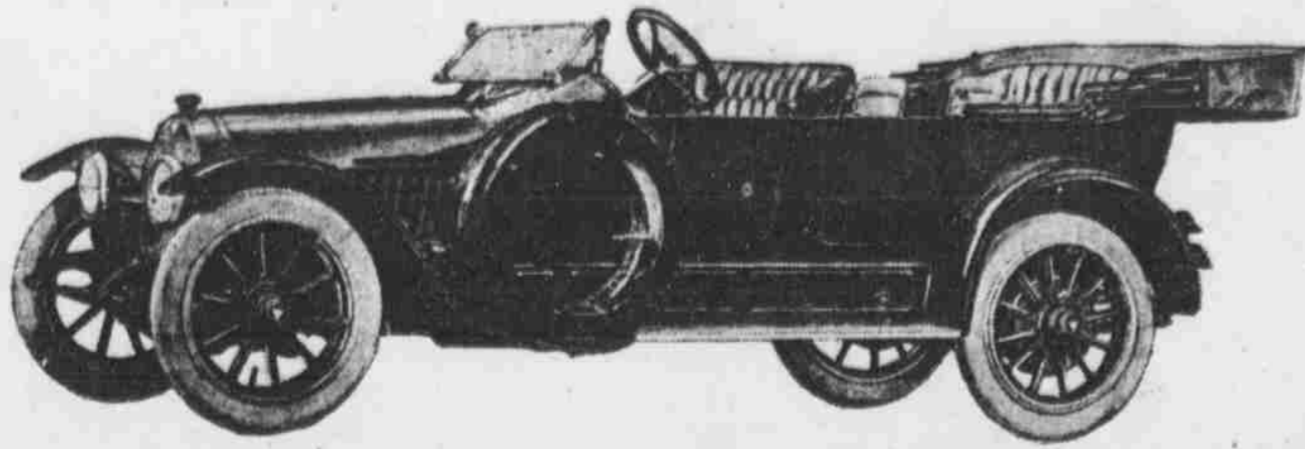
H. F. Gates of Broken Bow, and E. Bulley, mayor of Bunnell, Neb., purchased Abbott cars from the Traynor Auto company last week. D. D. Long of Omaha bought a new 1914 National from the Traynor people last week.

Three manufacturers have been so short on small sized tires that manufacturers of small cars have placed premiums on small tires. The premiums stimulated the tire industries to make small tires until it is now possible to get any size tire from some companies. Pennsylvania tires are built in all sizes and the Western Auto Supply company is doing more than a big business with odd lot tires.

The Stewart-Toozer Motor company is in receipt of a telegram from the Pierce-Arrow factory at Buffalo, that a 48-B-2 touring car to be delivered to Fred Junkin of Creston, Ia., along with a 48-B-2 seven-passenger touring car demonstrator for the use of the Omaha agency will arrive in Omaha Monday morning.

The Pierce-Arrow company and the Packard company have organized base ball teams that have fostered an already inherent hatred until they now play a game about every other week, making the trip from Buffalo to Detroit or Detroit to Buffalo by boat. The Pierce team took the prize last year, but the Packards have improved their talent until they give the Buffalo team a hard run for its money. The first game this year was played on Memorial day. The Pierce team found the Packard Kingdom of swat sleeping on its arms and prepared

New Hudson Presents Last Word of the 1914 Automobile



The new Hudson Six "54" seven-passenger body, complete car, is on exhibition at the salesrooms of Guy L. Smith, local dealer for the Hudson motor car. Beauty is the keynote of the new car. The most prominent feature is the pure streamline body. No angles appear at the dash. Running boards are clear. It conforms to the latest European practice. Germany originated the streamline body. By some it is known as the Prince Henry type.

Reliable information from leading factories of Europe indicates that at the Paris show next October practically every European manufacturer will exhibit bodies of this type. This has been adapted by Hudson designers to American use and modified to suit American ideas. The long, sloping hood merges into the lines of the dash. The graceful sweep and smoothness is unbroken from radiator cap to tail light. The new car is designed for seven passengers. The two extra seats are of the folding type and permanently attached. They fold into the back of the front seat entirely out of the way. Yet owing to the great length of the car—135-inch wheel base—there is ample room for all passengers and all

may have the greatest possible ease and comfort.

Provision has been made for entrance to the driver's section from either side of the car. The steering wheel is at the left, with control levers in center at driver's right, and tires are carried in advance of the left foredoor. This access is obtained from either door.

The motor has been improved by making the crankshaft heavier and the fly-wheel lighter. The pistons and connecting rods are made extremely light. This adds to the liveliness of the motor and it increases its power. Having the parts so much lighter decreases the inertia that must be overcome before maximum speed can be obtained.

The frame is heavier and stronger. Some have referred to this car as the "indestructible car." It is built to stand abuses that no other kind of machinery is ever subjected to. The brakes this year are provided with equalizers and the brake drums are machined to fit perfectly. This saves in tires. The speedometer is driven from a concealed, noiseless gear internal with the left front wheel. Gasoline indicator and oil pres-

sure gauge are on the dash apron immediately before the driver.

The rear springs are placed beneath the axle instead of above. This lowers the body of the car. It insures steadier running. It avoids a tendency to side-slip or sidling. Timkin roller bearings are used in all wheels, in rear axle and in steering knuckle. This provides, among other things, much easier steering. A mere touch of the finger controls the steering wheel.

The top is of pantafoote. It is fitted with quickly adjustable curtains that may be dropped into place in a moment without leaving the car. Thus they avoid exposure to rain or storm. No cotter pins are used.

The car is splendidly ventilated. Ventilators are in dash. Doors to forward compartment are staggered and may be hooked open. No detail of comfort has been overlooked. In perfection of mechanical detail, no less than its beauty and gracefulness, the New Hudson Six "54" seven-passenger touring car is a notable advance in automobile construction.

Break Records from Chicago to Denver on a Motorcycle



LEFT TO RIGHT—VICTOR ROOS, VICTOR CALEY, POLICE OFFICER FORD, JACK PURDY AND HARVEY BEI NAUR.

On a wager and also to establish a record from Chicago to Denver on a motorcycle, Harvey Bernard, an old motorcycle racing man, and Jack Purdy of Chicago made the trip, under sanction of the Federation of American Motorcyclists, in just four days, riding only in daytime and used their lamp but one hour on the entire trip. They choose a regular model single-speed Harley-Davidson eight-horsepower motorcycle and a Rodgers side car with which to make the trip. The total weight of the outfit without the riders is 500 pounds. They made

the trip with practically no mechanical trouble and make the statement that Nebraska roads are better than eastern roads and further assert they can make the 1,200-mile trip in less than four days.

The accompanying cut shows Victor Caley, Police Officer Ford and Victor H. Roos, the local Harley-Davidson dealer, piloting them out of the city on their return trip which they are making at their leisure. The time made is now the official record of the Federation of American Motorcyclist with or without a side car.

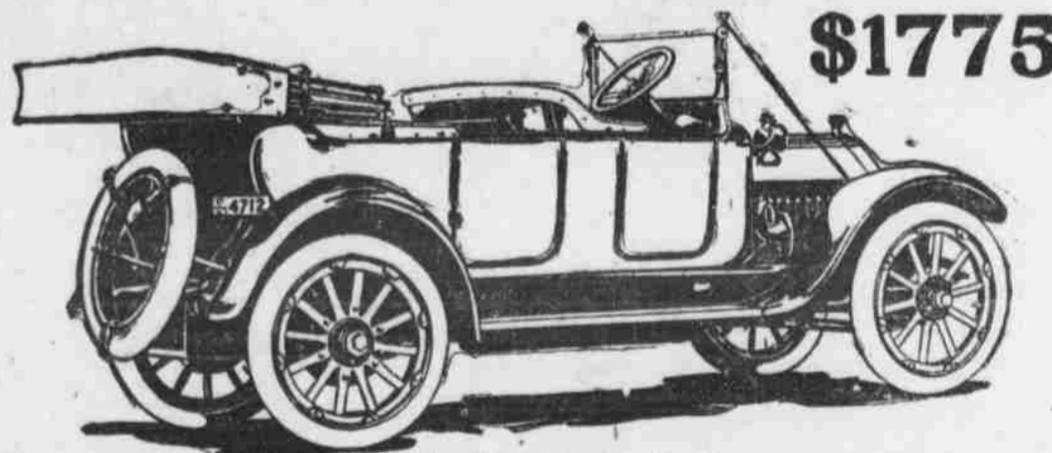
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Original Effective Satisfying
IT WILL PAY YOU TO SEE

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Don't Wait for opportunity; create it for yourself by judicious use of The Bee's advertising columns.

1914 Chalmers "Thirty-Six" \$1775



Five-Passenger Touring Car. Four-Passenger Torpedo.

Fully equipped with Chalmers silk mohair top, genuine rain-vision windshield, Chalmers patented self-starter, Continental demountable rims, Warner Speedometer, Gray & Davis full electric lighting system, with special new dash light; new design non-rattling tire carrier, power tire inflator, horn, pump, jack, full set of tools, etc.

No other car at the same price or near the same price can compare with this car in value. For proof of this, note the following facts:

In addition to the superior long-stroke motor—4 1/4 x 5 1/4-inch, the quiet, four-speed transmission, and all the other noteworthy points embodied in the previous model, this new "Thirty-six" offers many new and advanced features.

Molded Full Oval Fenders
Molded full oval fenders—a popular and practical European feature—add greatly to the appearance. All-metal bodies, extra roomy, with long, graceful, full flush sides and bell backed tonneau make this car truly a model for comfort.

On the new "Thirty-Six" the gasoline tank is on the rear. An accurate gasoline gauge is provided. The tank is large—25 gallons—and in its new position adds to the appearance and riding qualities of the car.

Clean Running Boards
The running boards are clean—the battery and tool boxes being carried beneath the front

seats. Tires are carried in the rear over the gasoline tank. The holders are absolutely non-rattling and self-locking.

The new "Thirty-Six" is convenient, every driving operation being controlled from the seat.

A foot button operates the efficient Chalmers self-starter. One simple switch controls the horn. One simple switch controls the power window.

All Controls on Dash
Ignition switch, gasoline pump, light meter, horn and Warner speedometer are all on the cowl dash. A new dash light illuminates all the control devices.

The new car is designed for utmost strength and safety. Axles are of nickel steel, the double drop frame is unusually heavy. Steering connections are all drop forgings. Brakes are of maximum strength and power.

See this new "THIRTY-SIX" and you will be convinced that no such value has ever been embodied in another car at near our price—\$1,775 (fully equipped, f. o. b. Detroit).

F. R. Bump Joins J. I. Handley's Staff

Following the formation of the J. I. Handley company, for the purpose of distributing the product of the Marion Motor Car company and the American Motors company of Indianapolis, President J. I. Handley announces that he has associated with him F. R. Bump, who becomes general sales manager. With the acquisition of Mr. Bump, the new Indianapolis concern has acquired the services of one of the best known men in the industry. His long experience in the automobile business is of great value in the formation of this company.

Frighful Pains
In the stomach, torpid liver, lame back and weak kidneys are soon relieved by Electric Bitters. Guaranteed. 50c. For sale by Beaton Drug Co.—Advertisement.

to avenge the atrocities of previous invasions. The massacre came off Decoration day as scheduled, but was followed by a back-fire. The Pierce boys came back the day after their defeat and routed the Packard team in full view of a frenzied populace. The Packards have since played the Pierce boys several times, but never with any degree of success, and the Packards assert that the hostilities will be continued until the presumptuous Pierce persons have been squelched.

CADILLAC POLICE CAR COVERS 74,000 MILES IN TWO YEARS

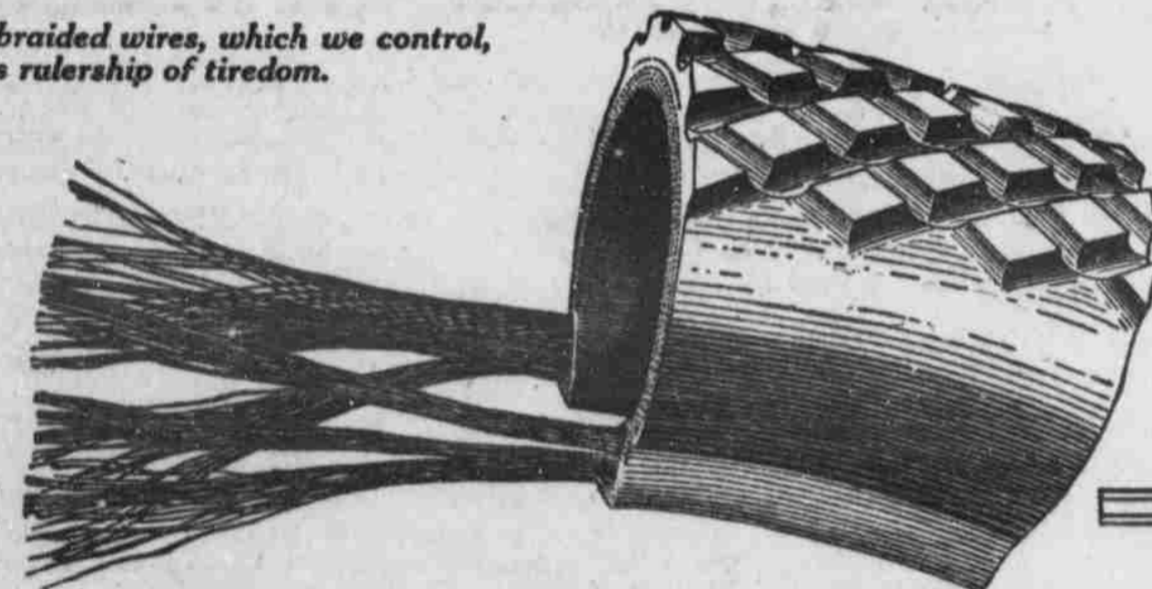
Seventy-four thousand miles in two years and ten days is the astonishing record made by the Cadillac five-passenger touring car which has been operated by the police department of Houston, Texas, for the regular work of hurry calls, transporting officers and

prisoners to and from the courts, and the like. The car was purchased in 1911 and has just been replaced by a 1913 Cadillac.

The total of 74,000 miles is a remarkable record, for the average distance a motor car travels each year is not much more than 7,000 miles. The grand total of 74,000 is nearly three times around the globe. Yet this police car did its work night and day, irrespective of time or weather, and over some of the worst roads the city possesses. Moreover, as it was used for police service, quick action was necessary and therefore it was impossible on many occasions to return for a second or third load. Consequently it was a common practice to load this car with a dozen and even as many as sixteen people.

In spite of the numbers carried, the roads traveled and the distance covered the car is still in good condition and after being somewhat rebuilt, will be sold at a good price with a guarantee back of it.

These braided wires, which we control, gave us rulership of tiredom.



The Goodyear Secret

The No-Rim-Cut tire is a Goodyear invention, and we still control it. An essential feature is these braided wires, which no one else can make. This tire can't rim-cut—that we guarantee. This fact has saved motorists many millions of dollars. It has also made Goodyears the world's favorite tires. They now out-sell any other.

Destroys Almost 1 in 3
Time and again we have gathered statistics to show what rim-cuts cost. This year we employed certified public accountants, so the figures could not be disputed. They examined thousands of ruined clincher tires, taking them as they came. The old-type, hooked-base tires. And they found that 31.8 per cent had been discarded for rim-cutting only. That's almost one tire in three. That conveys some idea of the saving accomplished by this Goodyear No-Rim-Cut tire.

How We Did It
We did this by making a hookless tire—one that does not hook to the rim. Thus your removable rim flanges can be set to curve outward—not inward as with clincher tires. Then the tire, when wholly or partly deflated, rests on a rounded edge. There is no curved-in rim flange to dig into the tire. Thus rim-cutting is made impossible. These tires fit any standard rim.

This hookless tire makes it essential to have an unstretchable tire base. It must be held on, under every strain, so that nothing can stretch the tire over the rim flange.

We get this by vulcanizing into the tire base six flat bands of 126 braided wires. See picture at the top.

This tire can't be forced off. But when you unlock and remove a flange it easily slips off. There are no hooks on the base to "freeze" into the rim flange, as with old-type tires.

Controlled by Secrecy
These braided wires are made under lock and key—made by secret machinery. They cannot be imitated. And it seems that a faultless tire of this type cannot be made without them. Makers have tried it again and again, but thousands of the tires came back for replacement. So the wish to end rim-cutting has forced tire users to Goodyear No-Rim-Cut tires.



Hundreds of thousands of men have adopted them. And this tire has become, after eight years of tests, the leading tire of the world.

How We Combat Two Other Ruinations

Next to rim-cutting, the costliest items in tire upkeep are due to blow-outs and tread separation.

To minimize blow-outs we use the "On-Air Cure." The tires are final-vulcanized on elastic air bags instead of an iron core. This prevents the fabric from buckling and wrinkling. It equalizes strains. Thus we avoid the cause of countless blow-outs.

This "On-Air Cure," used by us alone, adds to our cost \$1,500 daily.

Tread separation, when it occurs, comes near the breaker strip. This is the fabric strip which comes between the tread and carcass in a well-made tire. For this strip we use a patent "rivet fabric." This permits us to run, from the tread to the carcass, hundreds of large rivets of rubber. Then the tire is vulcanized en masse.

We have exclusive use of this patent. No other tire can thus prevent the ruin of loose treads.

No-Rim-Cut tires, with these costly features, used to cost one-fifth more than clinchers. Now they cost no extra price. This is due to our multiplied output.

Our dealers are everywhere.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
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Today we are in position to give the real old-fashioned Goodrich Service in heaping measure.

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