

AUTOMOBILES

RUBBER INTERESTING TOPIC

Goodyear People Tell of Various Wild and Cultivated Rubbers Used in Tires.

COME FROM MANY COUNTRIES

Crude rubber, its source of supply—and the conditions governing its progress from the source to American tire factories, have been subjects of especial interest in this country of late, says the Goodyear Tire & Rubber company. England's embargo, prohibiting crude rubber from English colonies or dependencies to the United States, threatened for a time the whole automobile industry, because it is well known that without crude rubber there can be no rubber tires, and without rubber tires—

Luckily through the energetic action of the Rubber club of London, after Americans had given it up, the embargo has been lifted, conditionally, and a plentiful supply of crude rubber now seems assured—barring complications always possible in a world war.

Crude rubber is a vegetable product gathered from certain species of tropical trees, shrubs, vines and roots. It was first introduced into Europe in 1753. It was first used for pencil erasers and in waterproof cloth, and finally, in solution, in cements, vulcanizings, or curing rubbers, was discovered in 1844, and thereafter the development of the industry—though the industry was but an infant in size, compared with now, up to the development of the automobile industry. There are many kinds and grades of rubber, and these can today be divided into two chief classes—wild and cultivated.

Wild Rubber.

These are collected from trees that have grown wild and where there has been no cultivation process. Such trees and shrubs are found mostly in Northern South America, Central America, Mexico, Central Africa and Borneo.

From Central Africa and from Borneo come the so-called African gums, such as Congo, Soudan, Massal, Lapori, Man-coba, Fontianac, etc. Some of these rubbers are gathered from trees but most of them from vines and roots, and the methods of coagulation are varied. Practically all of them are dried out in the sun. These rubbers are all of lower grade than the Para rubbers of South America.

Cultivated Rubber.

The second class, or cultivated rubbers, are obtained from East India, Ceylon, Malayan peninsula and southern Mexico. The chief and best among these is the Ceylon rubber, which has been grown mostly from sprouts taken from the wild Para rubber trees of South America. These cultivated rubber trees have been very carefully reared and scientific methods used in tapping them, so as not to, in any way, hurt the bearing qualities of the tree. The Ceylon product is very uniform, as very scientific methods are used in coagulating, drying and otherwise treating the rubber before it leaves the plantation, so that there is a minimum deterioration due to oxidation and other actions during the time the rubber is en route from the plantation to the rubber manufacturer.

From southern Mexico, as heretofore mentioned, comes the cultivated Castalioa. The price of crude rubber is not only of importance to the manufacturer but also to the consumer, as the prices of the various rubber products are based on the cost of the crude article, and the two vary alike. As the crude rubber market is controlled by foreign speculators, the



The Folly of the Cheap

"Cheap things are made for people who cannot pay more; who are forced to get along the best way they can."

The people who buy goods or services in this way invariably pay out more in the end by having paid less in the beginning.

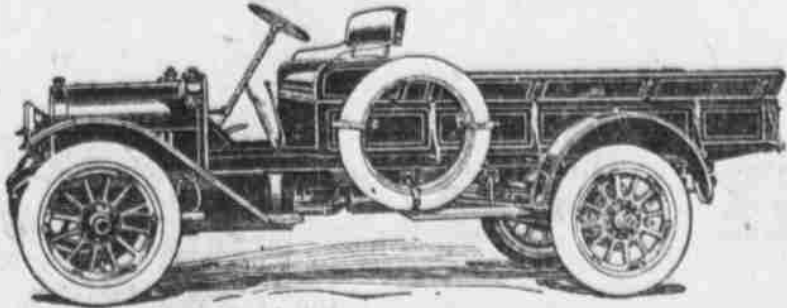
The real value of an article is not the price you pay but the use you get. Today the value of things is based on the service rendered—not on the purchase price."

Marathon Tires are built to meet a quality demand and not price competition. They are absolutely right, and while they cost more to buy they cost less to use.

Akron-Marathon Rubber Co., 2522 Farnam Street, OMAHA, NEB. Douglas 2266.

MARATHON

Buick Trucks Becoming Popular



The new 1915 Buick three-quarter ton truck is meeting great approval in the eyes of light delivery truck purchasers. Four of these trucks were sold during the last week.

price depends on the supply and demand, and is always variable. Recently Para was down to nearly 50 cents per pound, and in 1910 the price of the same went up to \$3.02 per pound.

MOTORCYCLES HELP IN FOREST PROTECTION WORK

"In the protection of the national forests, motorcycles are a necessary part of the equipment of the United States Department of Agriculture," according to Victor H. Ross, the local Harley-Davidson dealer. "B. P. Martin, Home Park, Mont., a forest ranger upon whom

the immediate responsibility falls of looking after the Madison National Forest reserve, says that the motorcycle now in use have been found indispensable. The work of the ranger takes him over an extensive territory that must be covered regularly and the motorcycle makes it possible to cover the reserve thoroughly and frequently. In addition to making every part of the forest reserve quickly accessible in preventing fires and other damage, the motorcycle costs much less for upkeep, having supplanted two horses."

The Bee Want Ads Are Best Business Boosters.

NEW CHALMERS CAR HERE

Light Six an Innovation in the Chalmers Line and Makes Big Hit Immediately.

IS OVER FORTY-HORSE POWER

Stewart-Tooser Motor company has received the new Chalmers Light Six, and Tooser has been exceptionally busy from morning until night showing the car to its many admirers. It is an entirely new thing for the Chalmers company to build a car of this price, and they have undoubtedly undone themselves in this model. It is exquisitely finished and its general appearance is greatly similar to the already familiar Chalmers models.

In construction this car differs from former Chalmers models in the following features: The motor employs the valve in the head type of motor construction, with an overhead cam shaft which does away with the noisy rocker arms and push rods formerly used in this type of construction. The working parts are enclosed and oil is generously thrown and all moving parts are enclosed and practically noiseless. Cantilever rear springs are used. In keeping with the latest ideas of automobile engineers, the new model is the exceptionally high speed type, being capable of 2,000 revolutions a minute and developing its rated horsepower at 2,000 revolutions a minute,

or about twenty miles an hour. It is rated at forty horsepower and develops forty-seven horsepower at twenty-five miles an hour. The weight of the car complete is 2,500 pounds. This new model with the two chassis already shown by the Chalmers Motor company, makes a mighty complete line of cars, and the neat display of the complete line, as shown by the Stewart-Tooser Motor company, is an exceptionally attractive one.

RESTA MARRIES SISTER OF SPENCER WISHART

Darius Resta, winner of both the grand prize and the Vanderbilt cup, the two leading motor classics, at the San Francisco exposition, is of Italian parentage, although he has lived in England so many years that he is usually classed as a Briton. Coming to this country for the purpose of driving an English Sunbeam in the 500-mile race at Indianapolis, he switched his allegiance to the French Peugeot, which he piloted to victory in the grand prize and Vanderbilt. A pretty little romance in connection with his trip to this country is the fact that right now he is enjoying his honeymoon. Before starting for the Pacific coast he was quietly married to the sister of the late Spencer Wishart, one of America's greatest drivers, who was killed during the annual road race at Elgin last August. Wishart and Resta were chums, the American spending half his time in Europe.

F. O. B. FACTORY
MOLINE-KNIGHT "50" \$2500

30% MORE POWER

You get 30 per cent more power per piston displacement in the Moline-Knight engine than in any poppet-valve motor with same bore and stroke.

a quick and easy acceleration, no pounding, no rattling of cams, no humming of gears, no noisy valves, no grinding of valves, no carbon to decrease efficiency—just a feeling of steady, resistless power.

You get 30 per cent more power to pull you out of mud, sand and snow, and to take you up hill, or when needed, 30 per cent more power for speed to get you to your destination.

This Moline-Knight 50 has 128-in. wheelbase, full floating spiral bevel gear rear axle, 36x4 1/2 in. tires, "V" shaped radiator, electrically started and lighted, left hand drive, center control, and other equipment you would expect in such a high grade car.

In addition to 30 per cent more power, you secure in the sleeve-valve motor a positive action, an even pull,

A Demonstration Will Convince You of Moline-Knight Superiority.

Moline Automobile Co.
2421 Farnam St. Omaha, Neb.

Six Overland \$1475

f. o. b. Toledo

Indisputable Excess Value

- The wheel base of the Overland Six is 125 inches.
- The wheel base of other Sixes, at a similar price, is shorter.
- The six cylinder motor is of the latest en-bloc design. It is conservatively rated at 45 horsepower.
- The motor of other Sixes, at a similar price, is not as powerful, nor as flexible, nor as up-to-date.
- The Overland has high tension magneto ignition.
- Most other Sixes have not.
- The tires are 35" x 4 1/2" all around with non-skids in the rear.
- The tires of other Sixes, at a similar price, are smaller.
- Most other Sixes do not have non-skids on the rear.
- Such is the economical result of Overland quantity production.
- We give more car for less money simply because we produce more cars than any other manufacturer of Sixes in the world.
- Buy an Overland Six and save money.
- Deliveries can be made immediately.
- Order yours now.

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