

## TETZLAFF TO TRY ENDURANCE TOUR

Former Famous Racing Driver Will Pilot Car from Mexico to Canada Without Stop.

### WILL BE RECORD-BREAKER

A non-stop run of more than 2,500 miles, in which the United States will be traversed from the Mexican line to the international boundary at Canada, is scheduled to start within a few days. Teddy Tetzlaff, hero of a hundred speed duels and former world's racing king, will be in charge of the crew of drivers. The car he and his fellow pilots will handle will be a little stock Maxwell "E" touring car.

According to motoring experts the contemplated trip is the hardest test to which an automobile has ever been subjected. Should the Maxwell be successfully driven from Mexico to Canada without the stop of its wheels it will have accomplished something thought almost impossible. Even should it make the run without motor being shut off for a single second it will have proved conclusively the absolute reliability and sturdiness of the modern gas-driven conveyance.

**Two Relief Drivers.**  
Present arrangements call for Tetzlaff to be relieved at the wheel by Jack Griffin and Al Waddell, of Los Angeles. At all times the former racing driver must be ready to resume his task, for to him will be entrusted the task of putting the little car over the strenuous mountain passes and rough trails that will be encountered. A moving picture operator from the Universal Film Manufacturing company will accompany the Three Flags tourists to record scenes en route.

Arrangements have been made for the car to have clear passage in the larger cities en route. In the mountainous country a pilot car will be employed in order to guard against a blocked road in the narrow places. At places where no other bridge is available the railroad companies will be asked to let the car travel over their structures, running on the schedule of a special train. It is probable that the only place in which this method will be employed will be at Portland, where the Columbia river is spanned, to Vancouver, Wash.

**To Eat on the Run.**  
In conjunction with Frank Jordan, of the Southern California Automobile club, Tetzlaff is working out a most minute schedule, which he will follow as closely as possible. Arrangements in the various towns by supply machines, which will deliver gasoline, oil, water and food, without a single stop being made. All eating and sleeping will be taken "on the run."  
Tetzlaff anticipates that if no tire trouble is encountered he will successfully conclude the run with an average speed of close to twenty miles an hour. He announces that the start from Tijuana will be made within a few days.

## Wins Tire Changing Honors of the Coast

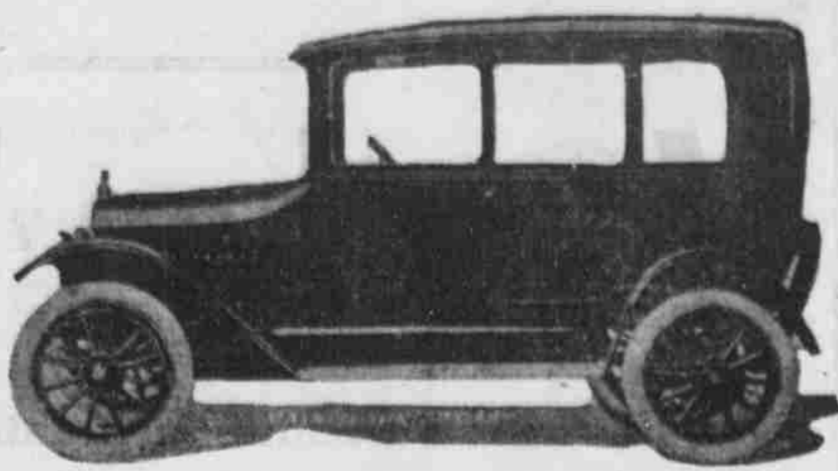
Lealie Bonette, employed in the tire department of the Miller Automobile company, dealers in Dodge Brothers cars, of Sacramento, Cal., is the champion tire changer of the Pacific coast. He won the title in competition with the representative of another motor car company, the test taking place on the stage of the Empire theater at Sacramento.

The battle was hard fought, Mr. Bonette trying the first time with his opponent, but winning out some days later. The winner gives unlimited credit to the Stan-weld rims, with which Dodge cars are equipped, for his success.

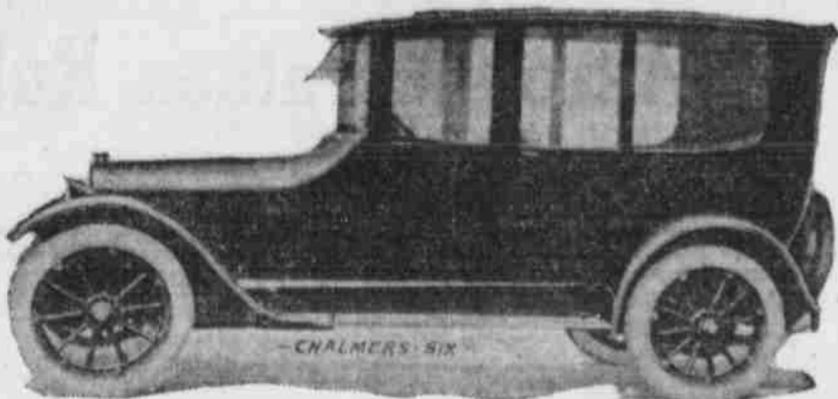
## Hudson Limousine Arrives in Omaha

Distributor Guy L. Smith, representative in Omaha for Hudson cars, is exhibiting in his show room his latest arrival, the new Hudson limousine. This is one of the new line of Hudson closed cars that has attracted such favorable attention. It is a surprise to people who before have thought it necessary to pay big prices for closed car luxury. The Hudson designers have changed this condi-

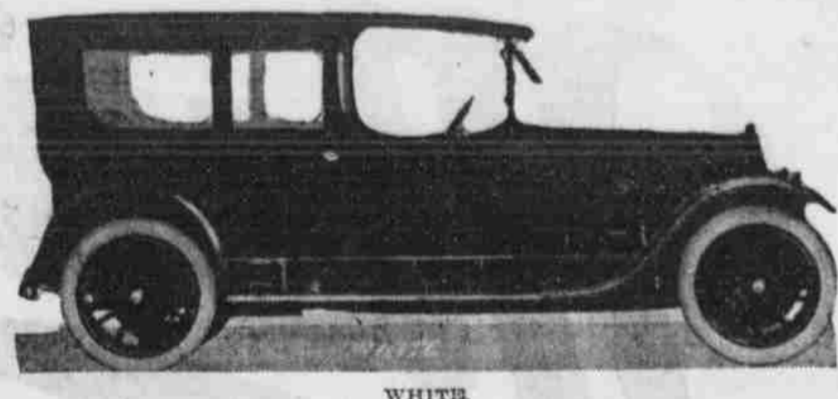
## Winter Cars Along Auto Row Are in Great Demand at Present



MAXWELL.



CHALMERS.



WHITE.

tion. This car is as beautiful as can well be conceived. Its interior appointments are beyond criticism. It can be had in a variety of upholstery fabrics found usually only in the highest priced carriages. The bodies are from the shops of one of the best known New England carriage builders. This firm has been famous for generations for the beauty of its designs and the excellence of its finish. Hudson cars show this skill in perfect degree. The Hudson limousine is adapted to both social and business use. It is as highly favored in moderate-sized country towns as it is in large metropolitan centers.

## Miss King Says Good Word for KisselKar

"Speeding eastward through Ohio on a stiff enough schedule to tax the average man, little Anita King is rapidly nearing the end of her nerve-racking cross-continental trip," says W. L. Kiler of the Noyes-Killer Motor Co. "She expects to deliver the message given her by Mayor James Rolph, Jr., of San Francisco into the hands of Mayor John Furroy Mitchell of New York during the first week in October."  
"Spanning the country in even so dependable an automobile as the KisselKar is a difficult and dangerous venture for a woman to attempt alone, and Miss King is frank enough to admit that she doesn't want to do it again," continued Mr. Kiler.  
"Miss King says that the performance of her KisselKar has been nothing short of wonderful, only one replacement of minor consequence being necessary, although the roads have been terrific. The weather through nearly the entire trip has been as bad as possible."

## No Twelve-Cylinder Cars in Europe on Account of the War

If the war had not intervened, it is certain that the 1915 European shows would have marked the appearance of twelve-cylinder motors. In England a well known company has produced a twelve for aviation purposes, and is already supplying this type of motor in big quantities to the British and French flying corps. It is understood that the company has made all arrangements for producing a car with a twelve-cylinder motor, but this cannot be offered to the public, for the entire output of the factory has been requisitioned for military purposes. It is declared that the car is fitted with two speeds only, the low gear being for starting away and emergency service, for the motor will be capable of doing 90 per cent of its work through direct drive.

## Big Auto Travel to Yellowstone Park

During August, the first month in which Yellowstone park has been opened to motor car tourists, a total of 38 motor cars have toured the park. These cars have carried a total of 3,900 tourists, an average of over three persons per car. Owing to the bad weather, tourist travel in the park has been falling off quite rapidly, the heavy rains throughout the territory west of the Mississippi being largely responsible for this decline in travel.

## Heard At the Omaha Automobile Club

The driver or owner of an unregistered automobile, who is injured, or whose car is damaged in accident on the public streets, has been denied recovery of damages in the cases cited below, the court decisions holding that the driver, while operating a motor vehicle unregistered, "was trespassing upon public property."

The cases are: Dudley against Northampton Street Railway company, 202 Mass. 442, 89 N. E. 25, 23, L. R. (N. S.) 561; Love against Worcester Consolidated Street Railway company, 218 Mass. 157, 90 N. E. 900; Holland against Boston, 213 Mass. 569, 100 N. E. 1000; Holden against Gillicuddy, 215 Mass. 465, 100 N. E. 922.

While the question is an open one in Nebraska, in the absence of a statutory provision, attorneys would cite the above cases and the courts would be likely to recognize them.

"Automobile thieves travel in small bands or squads," declares Detective William J. Gleason of the Philadelphia automobile squad, "and every member is generally an expert mechanic. The first step taken by a thief after stealing a car is to file the number from the body of the car and from the engine. New numbers are then stamped into the iron, and only experts can detect the fraud. Nearly every car has some mark or defect by which the owner can identify it.

The thief looks for this and eradicates the mark. The lamps, windshield and other parts are generally taken off and distributed among other cars. Frequently he will transfer the body of a car. A coat of paint completes the deception. The manufacturer of every car marks his car and the location of these marks are placed in the hands of the police.

"There is another brand of thief, known as a 'stripper.' The 'stripper' never runs the risk of selling a machine. He is clever enough to steal any car without a key and then strips it of lamps, tires, tubes and other parts of value and abandons the carcass."

**Speed Witnesses.**  
It is well established that witnesses who have ordinary ability and means of observation, or who have observed passing automobiles frequently, may testify as to speed. (Court decisions in countless cases.) Absolute accuracy as to speed of an automobile is not required in judicial proceedings in which the fact is pertinent.

**Liability for injury.**  
It has been held that a son is acting as a servant or agent of his father, and that the latter is liable for an injury resulting from the son's negligent operation of the car, where it was bought for the pleasure and comfort of the owner and his family, and his son is authorized to use it at any time, and at the time of the injury he was driving it for the pleasure of himself and his sister with a friend who was a guest of the father's family.

**Snook the Speeder.**  
Every person who speeds on the public streets does so with full knowledge of a

possibility of accident and probably killing some person. Were a person to drive a horse and buggy up Farnam street at a rate of twenty miles an hour, the speed would impress itself upon everyone. But we have become so used to seeing a car going at that rate that the incident leaves no other impression upon us than the remark "going some" or "some car." When a thief is caught in a bank, even if he has not stolen anything, he is arrested and fined or imprisoned for contemplated robbery. While a speeder does not contemplate killing anyone, he is, nevertheless, breaking the law and fully conscious of the possibility of accident and his responsibility in same. There are ten times more instances of speeding than there are of burglary and the burglar when caught is generally given his deserts. But the speeder, who in proportion, runs a greater risk of taking a human life, is generally given a light fine and rarely imprisonment. The speeder is more of a menace to human life than the burglar, and the only reason why this form of outlawry is not more fatal is because of our daily training in avoiding them. The average man meets a burglar seldom, the speeder every day. Ten days in a cell will do much toward "clipping the speeder's wings." We hope the police magistrate has a few vacant ten-day sentences lying around and will present them to a few of the speed bugs.

**"Slow Down! Public School."**  
This sign seems to impel some of the motorists of Omaha to greater speed, instead of conveying warning. San Francisco places movable signs a block

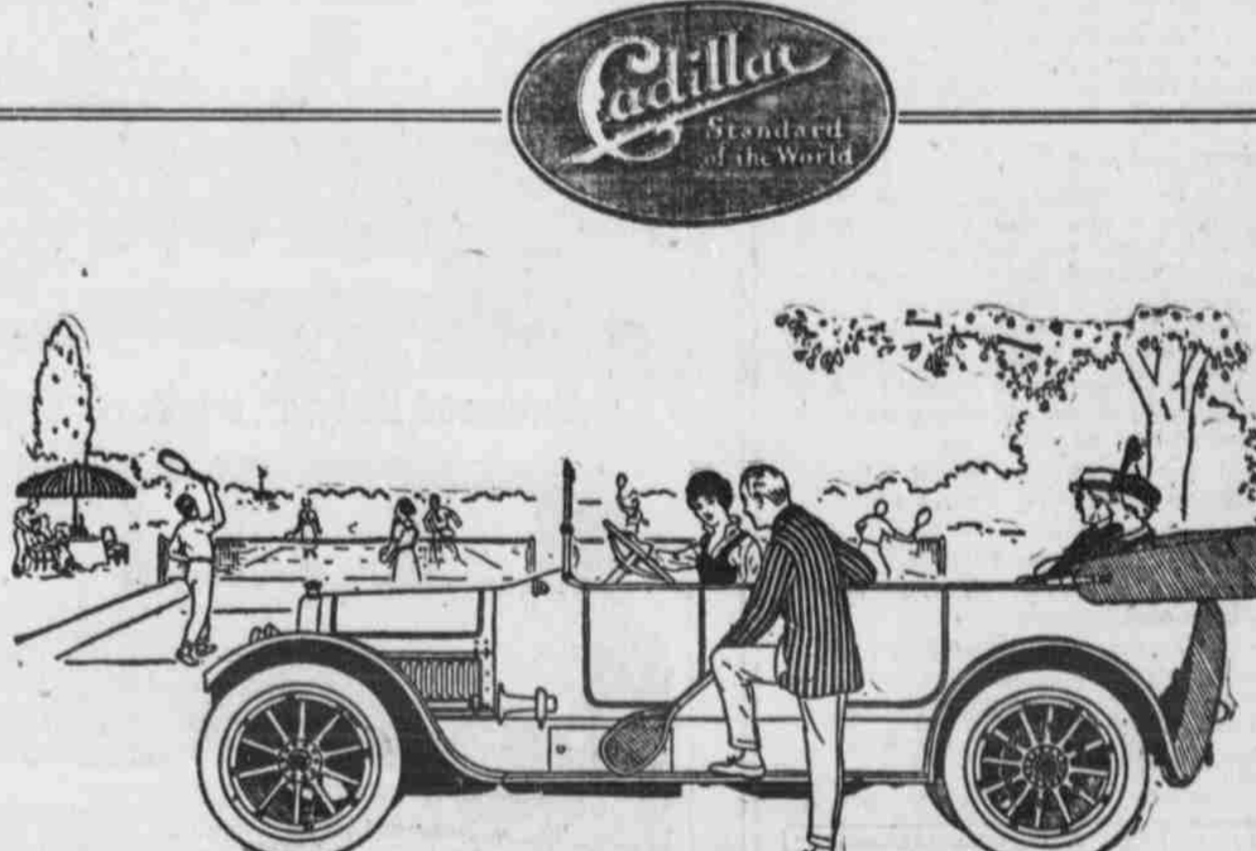
## New Winter Dodge Car Put on Market

Formal announcement is being made this week by Dodge Brothers of a new winter car. The dealers have just received their first cars and the reception accorded them has created a great stir in the motor car trade.

The winter cars are built with the regulation touring and roadster bodies, but each one has had a demountable top individually fitted to it at the factory. The tops are carefully and firmly attached to the body without disturbing the windshield and can be entirely removed in summer and the ordinary motor car, which is furnished as part of the regular equipment with the new winter car, substituted. Or the car can be quickly converted into a semi-open car by removing all window glasses, side panels, front posts, etc. The interior is electrically lighted.

## Rare Opportunity

For good man to handle fastest selling auto recently on the market. Will net any one \$25.00 weekly—husband earning \$50.00. Midwest motorists enthusiastic about it. First demonstration brings order. Easy to carry—easy to sell. No experience necessary. Write at once for details. Lightning Mfg. Co., Paris Bldg., Cincinnati, O.



## Cadillac "Eight"—the Car You Know Is Right

It would hardly be fair to say the Cadillac "Eight" is the *only* good car. Yet you feel there is a certain *degree* of goodness about the Cadillac which no other car quite approaches. Your assurance of getting your money's worth—of getting a thoroughly dependable car and a long-lived car seems doubly sure when you buy a Cadillac.

It is not that other cars lack merit; but the goodness of the Cadillac is so well known. So many thousands of buyers have proved it for you that it has ceased to be a matter of speculation. It is always a question whether the other car is as good as the Cadillac. You *know* the Cadillac possesses a *degree* of goodness you are *not sure* of in any other car—and that's enough.

As to your money's worth, the signs are clearer still—if you know how to read them. Most makers don't seem to know what a good car ought to cost—rather they appear to be guessing at what price you would like to pay. But there is no guessing at the Cadillac Factory. The Cadillac is always made as fine as it is possible to make a car—and when cost records proved the Cadillac cost more to manufacture the price was increased to cover it.

There is something fair and square and true and brave about such a policy—something that makes you trust the Cadillac people when they say \$2,080 is what the best car ought to cost. And if these people dare to raise the price when nearly all other makers are cutting prices, they must have wonderfully inflexible standards of quality. It would be difficult to believe anybody is capable of producing a finer car.

Cadillac dependability and long-life are bywords the world over. Nobody knows how long a Cadillac will last—the first ones are 13 years old and are still running. As for the Cadillac "Eight," its smoothness has doubled its chances of life, and its marvelous performance and dependability have revolutionized the industry.

Yes, these are the things that make you feel there is a certain *degree* of goodness about the Cadillac which no other car quite approaches. The Cadillac "Eight" is the car you *know* is right.

- Standard Limousine, \$3,550 F. O. B. Omaha.
- 3-Passenger Victoria, \$2,500 F. O. B. Omaha.
- Berlin Limousine, \$3,700 F. O. B. Omaha.

Standard 7-Passenger Touring Car, 5-Passenger Salon and 2-Passenger Roadster, \$2,150 F. O. B. Omaha

Cadillac Company of Omaha

2060-64 Farnam Street. GEO. F. REIM, President. Phone Douglas 4225.



# The Quality Is High The Price Is Low

YOU never hear the Maxwell spoken of in connection with the "cheap" cars—it is not of that class, and we are proud of it. The Maxwell is a quality car—at a VERY reasonable price. In the Maxwell quality and economy meet, they go hand in hand.

The Maxwell now sells for \$655.00 and in it you will get a car superior to others at the same price, or equal to machines selling much higher.

But, talk is cheap, so we want all Ak-Sar-Ben visitors to come and examine the Maxwell so as to see that we are telling the truth.

**BRIEF SPECIFICATIONS**

- Electric Starter and Lights.
- Demountable Rims.
- High Tension Magneto.
- "One-Man" Mohair Top.
- New Streamline Design.
- Double Ventilating Windshield, Clear Vision and Rain-Proof.

- Electric Horn.
- Wider Front and Rear Seats.
- Aluminum Transmission Housing.
- Handsomely Rounded Radiator and Hood.
- Automatic Tell-Tale Air Gauge.
- Heat-Treated, Tested Steel Throughout.
- Improved Instrument Board with all instruments set flush.

## C. W. Francis Auto Co.

Phone Douglas 853. 2024 Farnam St.