

THREE MILLION AUTOS NOW IN USE

Remarkable Increase in Registrations in All Parts of Country.

NEBRASKA THIRD IN LINE

There are 508,667 more cars in use today than there were on January 1, 1916. There are more than 3,000,000 automobiles in use in the United States today, including both passenger cars and trucks. Between January 1 and June 30, 1916, the increase which took place was not far short of the total increase for the whole year of 1915, according to an article by Donald McLeod Lay in the current issue of the Automobile. There are now three states having more than 200,000 cars apiece—New York, Ohio and Illinois—whereas on January 1 of this year, only New York had as many as this. Eleven states have more than 100,000 machines each—Minnesota, Massachusetts, Indiana and Texas have passed into this class since January 1.

In thinking of these big figures it must not be forgotten that the industry has been producing a good many more cars than those absorbed in the United States. Since January 1 the exports have totalled 43,265. Automobiles manufactured since July 1, when the following registrations were noted, bring the total to more than 3,000,000.

Registration by states, duplicates deducted:

State	Cars and Trucks	State	Cars and Trucks
New York	259,105	Ohio	211,110
Illinois	203,757	Florida	20,800
California	189,882	Kentucky	14,735
Iowa	169,528	N. Carolina	24,460
Michigan	152,000	Maine	24,027
Minnesota	122,000	Alabama	24,972
Indiana	116,121	Montana	19,539
Mass.	105,481	Rhode Island	18,427
Texas	102,900	Wisconsin	18,000
Wisconsin	99,000	S. Carolina	18,000
Kansas	89,228	Missouri	17,500
Missouri	87,542	Vermont	12,272
Nebraska	80,880	Idaho	10,890
New Jersey	75,420	Utah	10,729
Oklahoma	65,000	Arizona	9,742
Connecticut	48,781	New Mexico	6,224
Washington	44,807	Colorado	5,800
Colorado	44,807	Wyoming	5,428
South Dak.	37,240	Delaware	5,428
North Dak.	23,569	D.C. of Col.	5,268
Virginia	21,272	Nevada	5,268
Georgia	21,219		
Maryland	20,808	Total	2,932,455
Tennessee	20,437		

Taking up a few exact figures, the total registrations July 1, 1916, were 2,932,455 cars and trucks. The largest state registration, that of New York, was 259,105. Ohio, taking second place for the first time, had 208,705, and Illinois 203,757. New York now holds the place at the head of the list by a margin of 50,400 registrations. The bottom of the list is occupied by Nevada, with 3,900 cars, but Nevada ranks fourteenth in the tabulation showing the number of people per car, New York taking the twenty-eighth place in this list.

Iowa has a motor vehicle now for each thirteen persons; California one for each fifteen persons, and Nebraska one to each sixteen, while New York has as many as thirty-nine inhabitants to every car.

A striking feature brought out by a comparison of the registration statistics of July 1, and those recorded at the first of the year, is the constant increase, which indicates the stability and normal progress of the automobile industry. The average increase in registration in the United States for the entire year of 1915 was 39.6 per cent; for six months of 1916 the average is 21 per cent, or approximately 40 per cent on a yearly basis, since the registration tapers off to some extent during the last six months of the year.

State	Increase in Cars	Pct. Inc.
New York	46,261	22
Pennsylvania	34,353	25
Minnesota	30,572	25
Iowa	29,750	21
Ohio	28,415	14
California	27,718	14
Nebraska	21,813	27
Illinois	21,467	12
Oklahoma	20,340	30
Indiana	19,500	20
Wisconsin	17,629	22
Michigan	17,555	15
Massachusetts	16,215	18
Texas	15,000	17
Kansas	14,567	19
Florida	11,871	50
Colorado	11,389	42
Virginia	9,915	41
North Dakota	8,991	36
New Jersey	7,004	12
South Dakota	7,004	27
Washington	7,002	21
Missouri	7,280	19
Georgia	7,200	20
Connecticut	6,781	17
Alabama	6,117	45
Maine	5,428	29
Kentucky	5,226	27
Montana	5,060	24
Mississippi	4,900	43
New Hampshire	4,018	37
Arkansas	4,379	53
South Carolina	3,400	24
North Carolina	2,360	16
Rhode Island	2,008	19
Idaho	2,016	41
Utah	2,025	24
Louisiana	2,744	23
West Virginia	2,012	19
Arizona	2,412	32
Oregon	2,332	19
Wyoming	1,924	49
Nevada	1,720	79
New Mexico	1,219	26
Vermont	773	7
Delaware	514	10
Total	514,210	
Average Increase		21

Three Million.

A study of the tables herewith, both the complete registration figures for each state and the statistics of gain in each, brings out the underlying economic factors which have made a registration of 3,000,000 automobiles and trucks possible in the United States today. Prosperity has been the rule throughout most sections of the country, and the sale of cars naturally follows the spread of prosperity. A glance at the tabulation of states showing the increase in registration suffices to bring out that those which have made the largest gains are the ones most affected by the unusual industrial condition prevailing in this country since the outbreak of the European war.

New York, the leading state, represents in large degree the enormous financial operations connected with the war order business throughout the country as well as the huge profits derived from the reorganization of capital and securities in foreign countries. Its normal growth has been accelerated by the increase in the foreign commerce of the United States, the bulk of which is transacted through New York City.

Pennsylvania, which stands second in growth of registration, with a gain of 38,353 cars and trucks, has share in almost every form of industrial boom that has taken place, utilizing the high prices of the commodities which it produces in such large volume.

In the Farming States.

Minnesota, next in line, with an increase of 30,171 registrations, is one of our largest agricultural and lumber states, so that its 33 per cent gain is largely due to the wide market and highest prices for these products.

Iowa, another big farming state, has been steadily forging toward the front rank in motor vehicle registrations for the past five years, and during the first six months of 1916 shows an increase of 29,750, or more than the entire number of registrations at the end of 1911, when the state boasted of 27,936 automobiles.

Ohio, with its big oil fields, its large manufacturing industries and extensive farming industries, has increased its registration 28,415, or 16 per cent, and with question a large part of this gain is directly attributable to the prosperity marking the state during the last six months.

Some of the other states which may be mentioned in this connection are Nebraska, a leading agricultural center, which is credited with an increase of 37 per cent over its 1915

registration; Oklahoma, which has an apparent increase of 20,385 cars, or 80 per cent, a large part of which is due to the boom in the oil industry, although it must be noted that it is only recently that registration has been enforced, so that the statistics recorded January 1 were incomplete.

On a basis of ratio of cars and trucks to population, Iowa's lead, with thirteen persons for each motor vehicle, compares with sixteen persons per car at the beginning of the year. California is still in second place in this respect, having increased its ratio from eighteen people per car to one car for every fifteen of its population. Nebraska continues third, but it has now made a signal gain, showing only sixteen persons for every motor vehicle as compared with twenty-one persons on January 1. Indiana is now fourth, having come up from ninth place by increasing its car-to-population ratio from twenty-one to seventeen. Indiana has thus displaced South Dakota, which was formerly fourth, but is now fifth, showing a decrease of five persons to every car.—New York Herald.

Looked Funny.
"Gladys" remarked a dear but irresponsible young thing of this town, "I am very much afraid my bank is in a bad way."
"Nonsense," said the other. "Why, that bank is one of the strongest financial institutions in the country. Wherever did you get that idea?"
"It's very strange," said Gladys, still unconvinced. "They've just returned a check of mine for \$30 marked, 'No funds.'"
Philadelphia Ledger.

Packard Agent Sees Great Season Ahead

H. F. Orr, distributor for Packard automobiles in this section, has recently returned from an extended vacation trip through the east. He motored the entire distance and visited the Packard factory in Detroit, both on the way east and on the way back.

Mr. Orr gathered many interesting facts regarding the enormity of the automobile business in all sections which he visited and is confident that the coming season will far surpass last season in the number of machines sold.

The opinion formed is based upon actual expectations of various automobile dealers throughout the east. Mr. Orr having lived in the east for many years is thoroughly acquainted there and has a personal acquaintance with many eastern automobile men.

The Packard factory is making great preparations for the coming season and is greatly increasing its manufacturing facilities. Much enthusiasm is being displayed by Packard dealers throughout the country regarding the new model and the opinion is current that the cars will be sold out long before the season is over.

School Girl Aviatix Prefers Overland Car

Art Smith, famous aviator, who recently purchased an Overland Model 84-B, is not the only flyer who favors that line of automobiles.

In proof of this J. R. Jamison, local Overland and Willys-Knight branch manager, tells of a photo recently received from the Overland factory at Toledo, of Miss Stinson, school girl aviatix, which was taken during a recent exhibition at Edmonton, Canada, where she became acquainted with the Overland cars.

Like Art Smith, Miss Stinson is also an expert on motors—as a bird

man, or a bird lady, in this instance, must be familiar with gasoline driven motors. It was quite a compliment, therefore, to have Miss Stinson declare that she now understands why so many men were buying Overlands for their wives and daughters.

"The car is so easy to operate," she said after one of her spins. "The electric control box and the other conveniences make it an ideal woman's motor car."

German Cut Forests.
Paris, Sept. 12.—Many of the fine old trees of Belgium are being cut down for use in the German trenches. The famous Bois de la Cambre near Brussels is said to have lost 10,000 of its trees, and lesser parks and woods are yielding their proportion.

Jardine Says Ames Avenue Will Be Paved Next Spring

City Commissioner Jardine, head of the public improvement department, when advised of the action of the district court, sustaining the authority of the city council in matters of ordering paving of "main thoroughfares," stated that Ames avenue, thirty-sixth to Forty-eighth streets, will be paved next spring. Another district held up for this decision was Q street, Railroad avenue to Twenty-fourth street.

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A \$56,000,000 "RUN" ON A CHALMERS CAR

"Run"—is the word. It's like a run on a bank. Only it's a run on a car—a Chalmers car. It seems endless. The people want more.

And so more must be built for them—20,000 more.

You remember a while ago that six hundred men took one look at this new car and bought \$22,000,000 worth in forty very brief minutes. They were the Chalmers Dealers.

Now they insist that more of the same kind be built—more of the 3400 r. p. m. Chalmers.

So the Chalmers executives have put through a factory work order for 20,000 more of them.

They built and delivered, in six months, 18,000. That was all they intended to build for an entire year. That completed their part of the \$22,000,000 affair.

We got them to build another 10,000. We thought that would be enough to last through the fall. But no, the 10,000 were quickly taken up during the summer months.

So they are going to build 20,000 more. That means, all told, 48,000 cars—or \$56,000,000 worth of these remarkable 3400 r. p. m. Chalmers.

So you see why I use the word "run." The people who know good cars—like Emerson's wise saying about the man who makes a better mouse trap, etc., will find a beaten path to his door, even though he live in the woods—they create this ever-increasing desire to own a Chalmers.

They have sought quality—not price. We seldom have people ask us the price of this car. When we tell

them \$1090 Detroit, they are very much taken back. We get little of the "price" trade. Most of those who come to us have passed that era in car buying.

They want quality. And they know pretty well where to look for it. They look for it in the sound of the engine, in the action of the clutch, in the action of the steering apparatus, in the sound of the differential.

They examine the radiator, try the brakes, observe the kind of glass in the windshield, note the kind of material in the top, and then poke around into the corners of the body.

That much done, they get into the car and try her out. For they are smart enough to know that the biggest result of quality is performance.

That's what usually brings us the sale. For performance is the car's middle name. She's got amazing acceleration—so lively and full of spunk.

And then she climbs hills so quickly and hugs the road so well at a rapid clip.

And, best of all, she handles so easily. She's as obedient as any creature man ever made.

Once you try her you, too, will understand the "run" on her. It's a thing difficult to explain, but three editions of a car in a year's time is something to ponder over.

We have it direct by telegraph that Chalmers will continue to make these 3400 r. p. m.'s next season. There's no time limit set. As soon as these last 20,000 are built and out of the way there will probably be more.

So you're dead safe in getting a model of a car that has in no way reached its peak of popularity.

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