# 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 | Oregon | 28,110 |
| Ohio | 208,705 | Florida | 22,000 |
| Illinois | 203,757 | Kentucky | 24,725 |
| Penna. | 189,082 | N. Carolina | 24,460 |
| California | 187,519 | Maine | 24,027 |
| Iowa | 169,558 | Alabama | 19,917 |
| Michigan | 132,000 | Montana | 19,589 |
| Minnesota | 122,000 | Rhode Isld. | 19,427 |
| Indiana | 116,121 | S. Carolina | 18,000 |
| Mass. | 105,488 | Mississippi | 16,500 |
| Texas | 105,000 | W. Virginia | 15,771 |
| Wisconsin | 99,000 | N. Hamp. | 14,837 |
| Kansas | 88,223 | Louisiana | 13,584 |
| Missouri | 87,742 | Arkansas | 12,300 |
| Nebraska | 90,000 | Vermont | 12,272 |
| New Jersey | 75,420 | Idaho | 10,900 |
| Oklahoma | 46,000 | Utah | 10,729 |
| Connecticut | 45,731 | Arizona | 9,742 |
| Washington | 44,807 | New Mexico | 6,224 |
| Colorado | 38,000 | Wyoming | 5,900 |
| South Dak. | 37,240 | Delaware | 5,424 |
| North Dak. | 33,669 | Dis. of Col. | 5,265 |
| Virginia | 31,272 | Nevada | 3,900 |
| Georgia | 31,259 | | |
| Maryland | 30,868 | Total | 2,932,455 |
| Tennessee | 26,437 | | |

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 aand 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.

**Increase in Registration.**

| State. | Increase in Cars. | Pct. Inc. |
|---|---|---|
| New York | 46,261 | 22 |
| Pennsylvania | 28,352 | 35 |
| Minnesota | 30,171 | 33 |
| Iowa | 29,750 | 21 |
| Ohio | 29,415 | 16 |
| California | 23,718 | 14 |
| Nebraska | 21,413 | 27 |
| Illinois | 21,467 | 12 |
| Oklahoma | 20,345 | 80 |
| Indiana | 19,206 | 20 |
| Wisconsin | 17,629 | 22 |
| Michigan | 17,255 | 13 |
| Massachusetts | 16,355 | 18 |
| Texas | 15,000 | 17 |
| Kansas | 14,267 | 19 |
| Florida | 11,877 | 90 |
| Colorado | 11,389 | 43 |
| Virginia | 9,915 | 47 |
| North Dakota | 8,991 | 36 |
| New Jersey | 7,604 | 12 |
| South Dakota | 7,904 | 27 |
| Washington | 7,762 | 21 |
| Missouri | 7,280 | 10 |
| Georgia | 7,200 | 30 |
| Connecticut | 6,781 | 17 |
| Alabama | 6,127 | 45 |
| Maine | 5,427 | 29 |
| Kentucky | 5,226 | 27 |
| Montana | 5,060 | 36 |
| Mississippi | 5,000 | 43 |
| New Hampshire | 4,018 | 37 |
| Arkansas | 4,279 | 53 |
| South Carolina | 3,500 | 24 |
| North Carolina | 3,360 | 16 |
| Rhode Island | 3,065 | 19 |
| Idaho | 2,916 | 41 |
| Utah | 2,725 | 34 |
| Louisiana | 2,744 | 25 |
| West Virginia | 2,513 | 19 |
| Arizona | 2,423 | 33 |
| Oregon | 2,332 | 10 |
| Wyoming | 1,924 | 49 |
| Nevada | 1,723 | 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 29,415, 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 Aviatrix 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 aviatrix, 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."

**Germans Cut Forests.**

Paris, Sept. 3.—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.

Persistence Is the Cardinal Virtue in Advertising.