

PNEUMATIC TIRE MUCH IMPROVED

Engineer Who First Constructed Air-Filled Coverings Would Be Amazed at Present Day Perfection.

Were Robert William Thomson, builder of the first pneumatic tire for carriages, to return to earth today and view the modern successor of his invention, the Cord tire, he would hardly believe his eyes.

Robert Thomson was an English civil engineer and undoubtedly was the first man to conceive the idea of a pneumatic tire. His first tires, which appeared on the streets of London 72 years ago, were strapped to the wheels of a brougham. A nipple passed from the rubber inner tube through the soft leather casing and projected on the inside of the felloe, where it was closed and made airtight by means of a brass cap and leather washer. For inflating the leather-increased tube, a "condenser" was used. This condenser no doubt was the beginning of the present day tire pump.

Thomson's theory was that a vehicle equipped with pneumatic tires would move over the road much more easily than a vehicle riding on the usual steel rims. To prove his case he put his tires on a carriage weighing approximately 1,000 pounds. That its riding qualities were greatly improved was to be expected, but its lack of "resistance to the road" was remarkable to engineers of that time. The draft or "pull" of the pneumatic-equipped carriage was 28 pounds, while the carriage with the ordinary iron tires registered 45 pounds draft. This meant a saving in power of 40 per cent. The first test was on a paved road. Subsequent tests on rougher roads indicated a saving in power of 310 per cent.

It was the following year, 1847, that the first pneumatic tires appeared in New York, on a horse-drawn vehicle. It is a far, far cry from that early pneumatic tire to the modern Royal Cord tire of today. Instead of the clumsy leather outer casing there is a neat black thread of notched rubber, on a carefully constructed, well balanced casing of rubber and cotton cords.

The Royal Cord Tire, made by the United States Tire company's built of layer on layer of parallel fishcords running diagonally across the tire, the threads of adjacent layers, running in the opposite direction. Each is neatly with rubber and entirely surrounded by rubber, making friction by the rubbing together of contiguous cords impossible. It is this small-cord, multiple construction that makes the Royal Cord a leader among cord tires of today.

Big Hupmobile Driveway Proves to Be Successful

The Hupmobile driveway from Detroit to Omaha was a success, asserts E. V. Scripps, manager of the Victor Motor company.

All cars except one came through in fine shape. One car skidded and got into trouble in trying to make a turn too fast.

Each car was coated with vaseline to protect the finish, and after being washed maintained the original luster.

TRENCH PREFERABLE TO AN

During heavy shelling soldiers feel that their chances better in trenches.

AMBULANCE MUCH OF TIME

If you should chance some sunny spring day to meet an ambulance from the war zone and should ask the driver what cargo he was carrying, do not be surprised if he answers: "Two skulls, a stomach, one lung and two arms." This would be simply the conventional method by which ambulance drivers at the front answer queries as to what types of wounded they happen to be carrying.

Under the title "Five Arms and Three Legs," Lieutenant C., the transparent nom de plume of the commander of an ambulance section in the French army, in the April issue of Motor, the national magazine of motoring, brings out this interesting characteristic in battlefield nomenclature.

On a certain occasion Lieutenant C. was called upon to move five arms and three legs over a stretch of road under heavy boche bombardment. Waiting until a lull came in the iron storm, the ambulance was loaded with its eight wounded and started at breakneck speed across the dangerous section. Alas, the Red Cross seems merely an invitation to German marksmen and when the ambulance was in the middle of the shell-swept area, the deluge broke again. Shells exploded on all sides, but by a miracle, the ambulance escaped injury. The driver turned to see how his injured charges had fared and an expression of stupefaction spread over his weatherbeaten features.

"Well I'll be — now the arms are skeddaddling," he cried. The wounded men, forgetting their disabilities, had made shift to crawl out of the ambulance and throw themselves into the ditch alongside the road. After the shelling had died down again, the lieutenant gathered up his convoy, but on calling the roll

it was found that two of the arms were missing.

"Do you happen to know what has become of your two comrades?" he asked one of the remaining patients.

"Two of them have hooked it, sir," replied the man. "They says just like this, sir; that they thought it a tarantula sight better to return to the trenches than to be mince-meated on this blooming road."

Which tends to show that there are even worse places than the trenches. The article is illustrated by pencil by Jean Routier, one of the cleverest military artists developed by the war. To the fact that Routier is in command of another ambulance section in the sector with Lieutenant C., we owe this happy collaboration.

Oldsmobile Distributor to Drive Cars From Factory

J. R. O'Neil, manager of the Nebraska Oldsmobile branch, left Friday for Lansing, Mich., to take part in a big driveway.

Charles A. Tucker, head of the Nebraska Oldsmobile company, according to O'Neil, took a check large enough to purchase 100 Oldsmobiles and if possible they will obtain that many cars for the driveway.

Auto Prospects Bright Through Western States

According to J. H. De Jong of the Apperson Motor company, who has just completed a trip through Montana and Wyoming, automobile dealers are doing a thriving business. The demand for Apperson models is increasing by leaps and bounds, asserts De Jong. Just as long as the present supply holds out there will be no advance in prices.

Dubuque Girl Wins Car At Milwaukee Auto Show

Winning a Maxwell passenger car on her birthday was the very pleasant surprise experienced by Mrs. J. A. Hunt of 1314 Hill street, Dubuque, Ia., when she attended the opening of the Milwaukee automobile show.

The car was donated to the show by Emil Estberg, the Maxwell distributor at Milwaukee. Posters showing a design of the car were put up over the state a month before the show. Those purchasing tickets to the auto show were given a number entitling them to a chance on the car.

"I am going over to look at my car," remarked Mrs. Hunt to her friends when she bought her ticket. When she reached the exhibit Mrs. Hunt got behind the wheel and informed her friends she would take them all for a ride next summer. An hour later she re-entered the car as its owner, having been the lucky ticket holder.

Mrs. Hunt is an enthusiastic motorist, being possessed of another make of car which she said she would sell, as she liked the Maxwell by far the best.

Seattle Motorcycle Fan Establishes New Record

Although rain fell the greater part of the trip and the roads were a slough of mud, Albert Burns, a Seattle motorcyclist established a new 24 hour record for the state of Washington recently. In 23 hours and 43 minutes he rolled up a total of 552 miles on his light Indian Twin over a 34-mile course lying between Seattle and Everett, besting the previous mark by slightly more than 10 miles.

Liberal doses of hot coffee had to be administered to the tireless rider as he rolled back and forth over the slippery, treacherous roads. Soaked to the skin, with the wind aiding his high speed in making the task uncomfortable, he steadily plugged along, at times reaching a speed of 52 miles an hour.

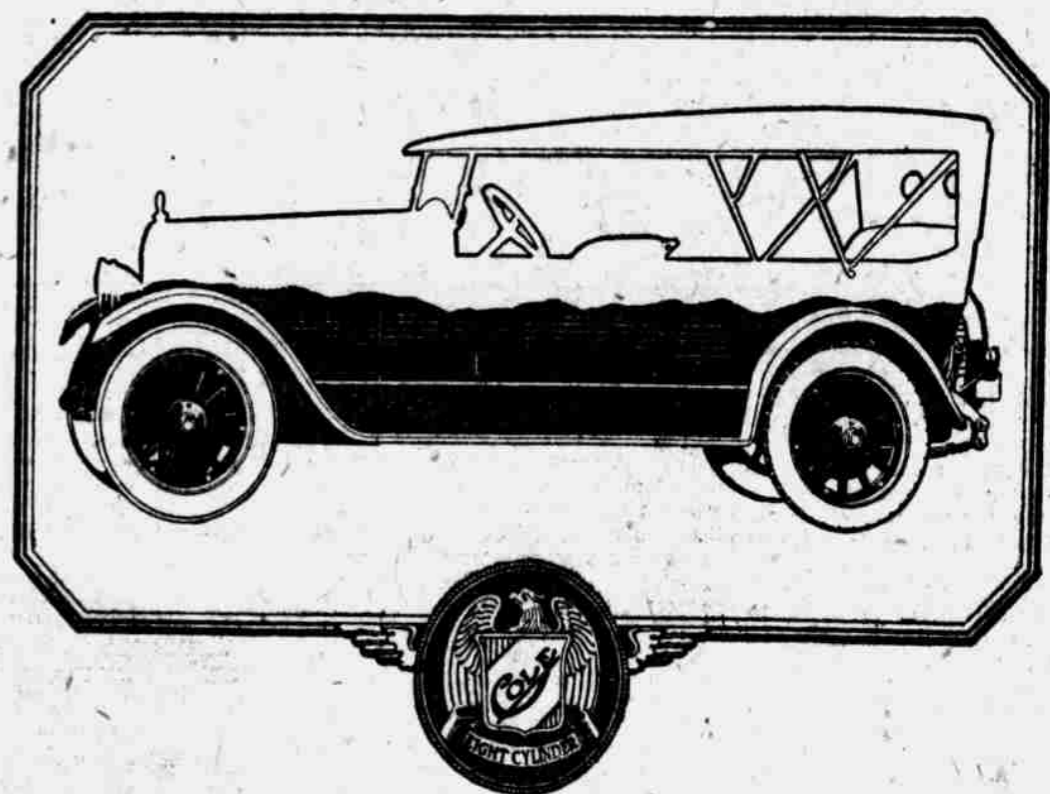
"I regard the record as a high tribute to the non-skid qualities and

all-round excellence of the Firestone tires with which my machine was equipped," said Burns after his victory. "At such high speed over those slimy roads, a skid would have been fatal to the record, if not to myself.

But the Firestone gripped the road securely and gave me all the confidence in the world to 'let 'er out' and tuck the championship safely away." That extra room will pay your coal bill. Rent it through a Bee Want Ad.

The Mean Thing.
"You know the old rhyme, 'I saw Esau kissing Kate?'"
"Yes, and I've always thought that the gentleman who witnessed that episode had no business to mention it."
—Louisville Courier-Journal.

The Cole Aero-EIGHT



Ten-thousand tire-miles! That is the slogan of the Cole Aero-Eight.

Cord tires are its standard equipment—but not the usual type of cords.

Those on the Aero-Eight are 33x5 inches—yet the weight of the car is only 3,600 pounds ready for the road.

There are shock-absorbers all around; duplex headlamps with dimmers; a motometer; a clock; rubber step-pads; double door-handles; a thief-proof wheel and tire carrier; plate glass curtain lights; long, convenient control and brake levers.

Custom-made conveyances can be no more completely or precisely appointed than is the Cole Aero-Eight.

De Brown Auto Sales Co.
Wholesale Distributors for Iowa and Northern Nebraska.
Some Good Territory Open for Live Dealers.
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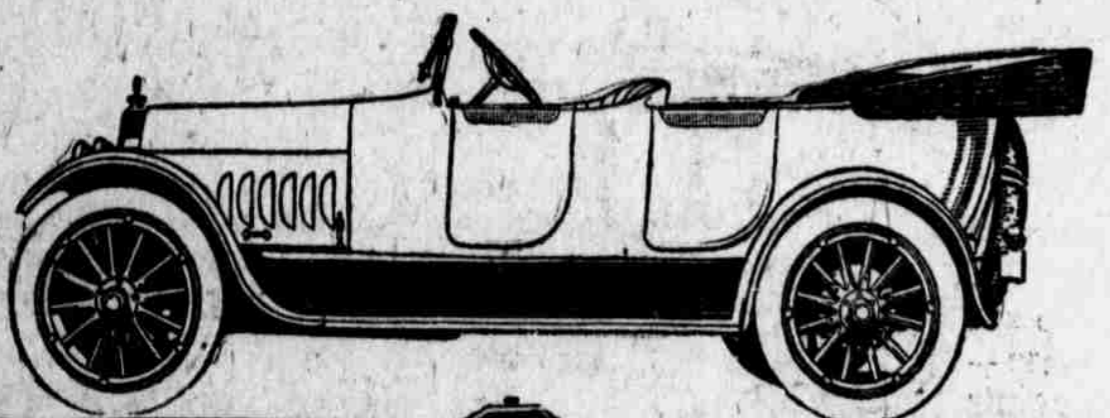
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The New Peerless Eight Model 56

Among the master cars of the day the Peerless Eight stands second to none in the respect and regard in which it is held by the motor-wise public.

Continuing as it has, the Peerless traditions of super quality in every detail, mechanically and artistically, this successor of a long line of master cars has out-performed them all.

With its two separate and distinct power ranges, the Peerless runs the whole gamut of motor car performance.

It yields nothing to those master cars produced with the sole idea of realizing the ultra soft, smooth performance so prized in ordinary, everyday driving.

Yet it has nothing to fear from those other cars of exceptional distinction which sacrifice the gentler virtues for resistless power and speed.

And it materially out-performs at all points those cars of class whose sponsors have realized their ideal of the best compromise between the gentler and the more rugged virtues.

Would you know the charm of almost unbelievable contrasts in performance delivered by one and the same car—drive the Peerless Two-Power Range Eight.

GEO. F. REIM COMPANY

Distributor of High Grade Motor Cars.

3016 Harney Street.

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Ford

THE UNIVERSAL CAR

In village, town, city and farm, there's profitable work for the Ford Model T One-Ton Truck, because it is a demonstrated utility—a wanted necessity. Modern business methods, up-to-date methods in farming, are all based on the motor truck service—and this Model T One-Ton Truck is particularly adapted to fill the requirements of town and country service. Light in weight, with the giant strength of Ford Vanadium Steel; flexible in control (turns in forty-six foot circle); the everlastingly reliable regular Ford motor; a most successful worm drive of manganese bronze steel; direct shaft drive to center of chassis; all time-tested to make successful service sure. It's a regular, genuine Ford—surely no further guaranty of satisfaction, durability and economy can be asked. The wise thing to do is to place your order promptly, for the demand is ahead of production. Price \$600, f. o. b. Detroit. This for Chassis only.

Any one of the authorized Ford dealers listed in this announcement will give prompt attention to your order, and also pledge to you a satisfactory after-service.

- M'CAFFREY MOTOR CO.,** 15th and Jones Sts.
- NICHOLS-RICE MOTOR CO.,** Ames Ave. and Florence Blvd.
- HOLMES-ADKINS CO.,** 4911 South 24th St.
- UNIVERSAL MOTOR CO.,** 2562 Leavenworth St.
- SAMPLE-HART MOTOR CO.,** 18th and Burt Sts.

Make the acquaintance of the Ford dealer near you